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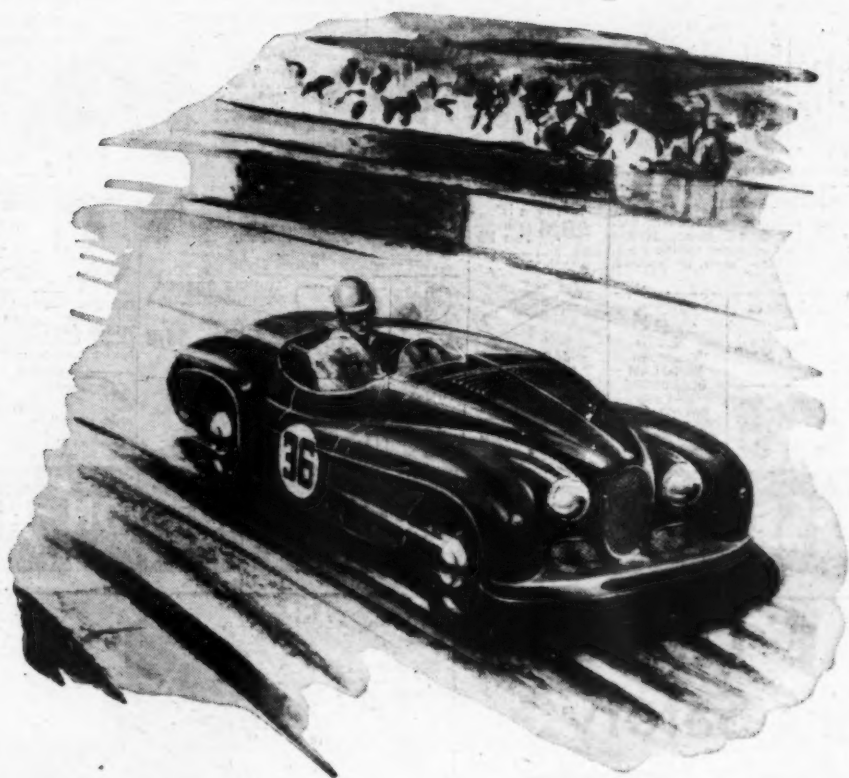
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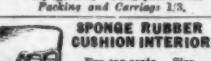
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16 2	239 15	119 6	63 4
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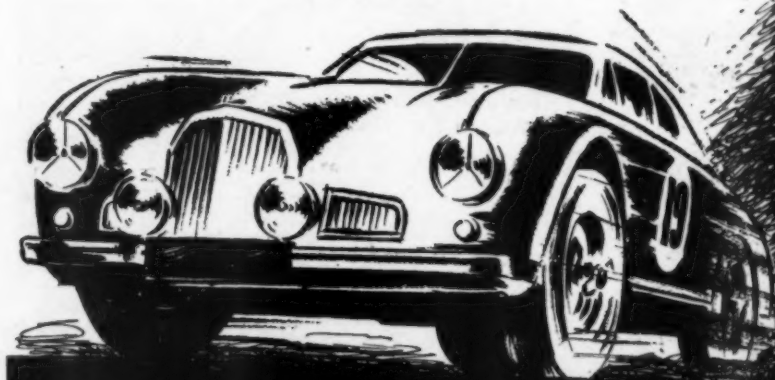
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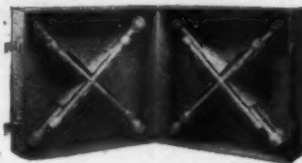


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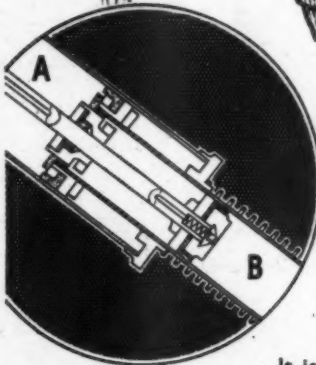
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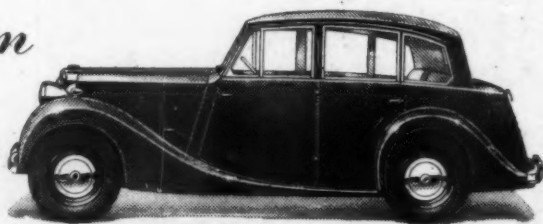


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In This Issue

LE MANS 24-hour Race:
Full Report .. 728
Photogravure .. 736
ROAD TEST: Morris Minor
Tourer .. 733
Genesis of a Car: Safety
Glass .. 738
Pleasant Places in Wales 740
Weekend Sport .. 742
Disconnected Jottings .. 744
Correspondence .. 745
Readers' Service .. 747
Bo'ness Hill-climb .. 748
The Sport.. .. 749



No. 2852

FRIDAY, JUNE 30, 1950

RECEIVED
LABORATORIES
Vol. XCV

Deliveries Again

IF the Government eventually decides to recreate a licensing system for new cars the blame will lie mostly on retailers. Car owners must take some share of the blame, for the high secondhand prices have caused many of them to succumb to the temptations of a limited section of the retail trade—abuses are calculated at about 2 per cent of transactions—the most blatant of which is the telephoning of new car owners offering them a further new model and a premium for their current machine as soon as it comes out of Covenant.

It is true that the retailer adopts these tactics because the demand for cars is so pressing, and because secondhand cars these days are the main prop of his business. But that they are anti-social in the present circumstances can hardly be disputed. The position is a lesson to planners as to what happens when attempts are made to control the uncontrollable—the really keen desires of human nature. Half-measures in this respect are worse than none.

It is surprising that the British Motor Trade Association has not exercised more supervision over its members in this matter; the Covenant, aimed chiefly at the private speculator in cars, has been very successful. Is it too much to expect that similar strictness should be shown towards speculative firms? If the B.M.T.A.'s "stop list" is really feared, why is it that evidence of such approaches as those outlined above does not qualify a retailer for inclusion?

Our experience of the licensing system in the period immediately after the war leads us to hope that another attempt at this cumbrous machinery will not be necessary, but offending members of the trade have had fair warning. Both public and car manufacturers have a right to expect that present examples of unfairness will disappear, for both suffer at the hands of cupidity, the former by deprivation, the latter by reputation.

Courageous Findings

THE findings of the Gowers Committee on the ancestral homes of this country inspire admiration. In an atmosphere which is stuffy with arid egalitarianism, the recommendation that owners of such homes should be recreated capitalists is a breath of fresh air, and the icy comments on one or two popular alternative suggestions as to how such houses should be used have the sting of hail for those who lack the umbrella of tolerance.

Motorists will welcome the determination of the committee that such homes should not change either in nature or by decay. Such great houses as Knole, Longleat, Stoneleigh and Wentworth Woodhouse are highlights in the visual perfection of much that is Britain, and there can be few tourists of discernment whose cars have not parked within the shadows of these mansions, so generously, if so inevitably, opened to the public for a modest admission fee.

The lesson of the Gowers findings can be applied more widely, and particularly to motoring. No matter how successful are the production cars from the great factories—and they are very successful indeed—the contribution to the trade balance of this country, and to its reputation, of the expensive specialist car will never be negligible. And as, in these days of punitive taxation, it is becoming ever harder for the individual to maintain a great home, so, to put it bluntly, is it becoming equally difficult to run a Rolls-Royce. Yet it is only by the intimate study of a quality car's behaviour, in the hands of a sophisticated and critical public, that design can be kept abreast of the best in automobile engineering, quite apart from the necessity of home sales as a steady source of income.

The lesson, therefore, is that there can be too much of a good thing. And however good "levelling down" may be in moderation, the time has come when the advantages of a halt should be considered.

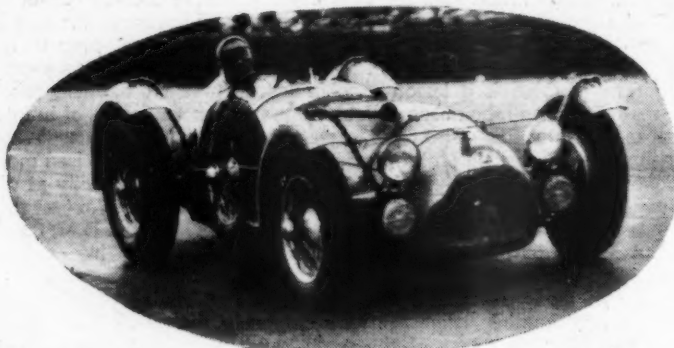
Legendary Le Mans

FRANCE AND ENGLAND SHARE HONOURS IN 24-HOUR CLASSIC

IF there is one race above all others which captures the imagination of the onlooker, it is without doubt the famous twenty-four-hour race run by the Automobile Club de l'Ouest on the famous Circuit de la Sarthe, near Le Mans. This year's event was no exception; with the full sixty starters, including challengers from France, England, America, Italy and Czechoslovakia, all the ingredients were present for a magnificent struggle for the G.P. d'Endurance—and magnificent it was.

Raymond Sommer, the meteoric Frenchman, led for some time in a Ferrari; but when he dropped back with trouble the running was made by veteran Louis Rosier, driving a Talbot Lago in partnership with his son. It was no one-sided struggle, for he lost the lead during the night and had trouble to cure with the car, but he finally triumphed, and Talbots crossed the line in first and second places.

But the British Jaguar, Allard and Healey competitors were always within striking distance, and third place finally went to popular Sydney Allard, partnered by Anglo-American Tom Cole in a J2 Allard equipped with a 5½-litre V-eight Cadillac power unit, in spite of having run the latter half of the



Le vainqueur—Louis Rosier at the wheel of his G.P. Talbot Lago, complete with wings, lamps, and all equipment necessary to turn it into a sports car. Note the ribbed top of the scuttle oil tank, and the windscreen frame, the glass having been shattered in collision with a bird.

race with only top gear. Leslie Johnson had cruel luck and lost a certain third place when his Jaguar XK 120 suffered a transmission failure after twenty hours' demonstration of magnificent high-speed running.

The pace in the classification on handicap, which this year carried the lion's share of the prize money and was in reality the premier event, was set for most of the race by a twin-cylindered D.B. (modified Dyna-Panhard), but trouble overtook it, and a last-hour spurt on the part of the leading Aston Martin, in the hands of George Abecassis and Lance Macklin, produced a fantastic finish in which the Aston dead-heated on formula with the other tiny French Panhard-based car, the Monopole. British cars, in fact, finished equal first, third and fourth on formula, while out of sixteen British starters only two retired during the whole 24 hours—a notable achievement.

The biennial cup, however—for which cars must have qualified the year before—left England for France, as the Aston was not eligible for it, while the Monopole was; the latter therefore won the cup, by an appreciable margin from the Frazer-Nash driven by "Taso" Mathieson and Dick Stoop.

The weather for the race was excellent, except for the lightest of rain showers and some overnight mist in places. The usual enormous and enthusiastic crowd lined the barriers to watch—by night as well as by day—fortified by a large array of sideshows, refreshment stalls and itinerant vendors, together with a constant stream of ill-assorted music transmitted via the tinny—and very French—loud-speaker system. But what a spectacle—and what a race!

EVEN before practice commenced things began to happen, for the Aston-Martin team suffered a cruel blow through losing one of their cars in an accident near Beauxmais, en route for the course. This meant bringing in the spare car, which ran last year and had seen considerable use, while John Gordon joined the team in place of Jack Fair-

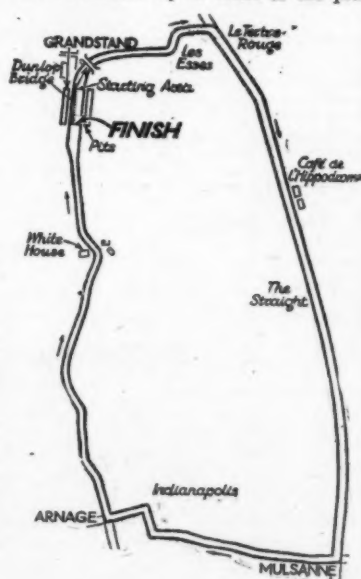
man, shaken by the crash. Practice proved the fastest vehicles in the race to be the 2.3-litre Ferrari coupé driven by Sommer and Serafini and the 4.5-litre Talbot in the hands of Louis Rosier and his son, which both unofficially broke by a large margin the existing twelve-year-old lap record, set up in 1937 by Mazaud in a Delahaye.

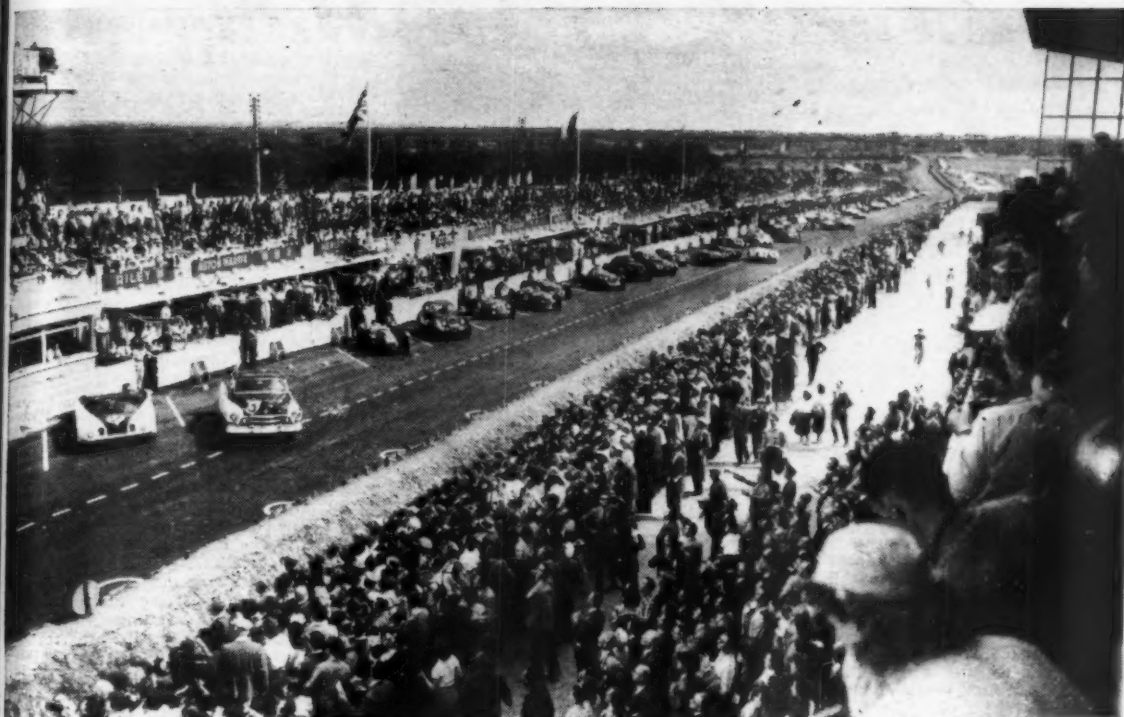


To the victor the spoils—Louis Rosier.

In fact, however, all the lap speeds were higher than previously, as the winter modifications to the circuit and the completely new ripple-free surface had rendered it considerably faster than hitherto. Practice also indicated that among the main troubles besetting competitors, brakes certainly had a high priority, while Hall's Bentley and the Jaguars also experienced some trouble with tyres, an unusual feature for a modern sports car event. On the first evening's practice the Cadillac-engined Allard struck trouble, which resulted in the replacement of pistons and bearings—not usually a happy preliminary to a long-distance race. On the whole, however, there was not very much mechanical trouble, especially among the British contingent.

Long before the start of the race, the cars were lined up in front of the pits





General view of the start taken from the press box ; in the foreground are the two Cadillacs, numbers 2 and 3, while number 4 Allard has already left in the lead. Farther down the line can be seen the white Jaguar, with Hadley at the wheel, coming out of the ruck.

while the press of spectators thickened round the circuit; as all the barriers and stands are permanent, the crowds are protected in the majority of places by earthen banks for safety's sake, but can still obtain a magnificent view of the proceedings. The flags of many nations, fluttering from every conceivable spot in the grandstand area, filled the scene with colour, while the majestic concrete grandstand structure, the permanent concrete pits and the new Dunlop bridge—in the shape of a segment of a tyre—combined to form a fitting background to this, the world's premier sports car race. The inevitable massed bands of cadets struck up their martial airs, rendering speech all but impossible, while in the pits themselves team managers and mechanics worked furiously to bring order out of the chaos of equipment, spare wheels and all the other paraphernalia necessary for an event of this length. The drivers sat on the pit counters smoking innumerable cigarettes, attempting to make jokes, and trying not to display the inevitable nervous tension which affects, to some degree, everyone concerned before the start of a big race.

Just before 4 o'clock the pit area was cleared, and the first drivers lined up opposite their cars on the grandstand side of the road, while the raucous loud-speakers indicated the number of minutes remaining of the lull before the storm.

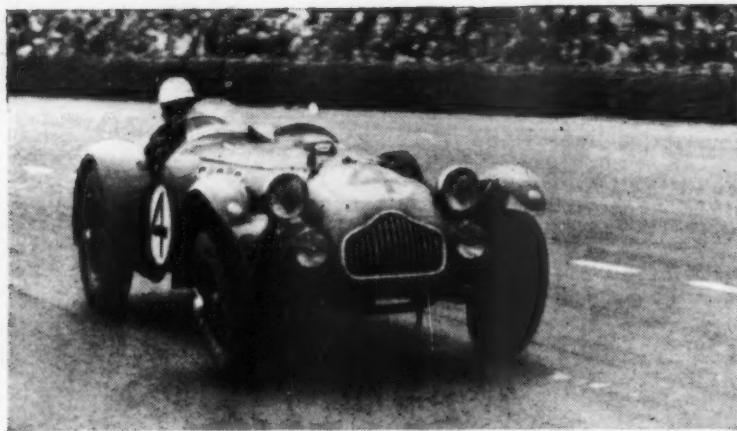
Then, abruptly, the whole scene sprang to life and the silence was suddenly disrupted; the flag fell, there was the quick scurry of running feet, followed by the slam of doors and the whine of starter motors, with an occasional spitback from a reluctant engine—and the green Allard, driven by Tom Cole,

streaked out of the line, and got away to a clear 100-yard lead over the Cadillacs, the M.A.P.-Diesel, and the whole howling mob of cars. Rosier's Talbot made a poor start, getting away eventually with the 1½-litres, while, as the last few cars swept under the bridge and up the hill, a Simca coupé crept away, alternately picking up and faltering, until

suddenly all four cylinders cut in, and it accelerated violently—Juan Manuel Fangio, ace G.P. driver, for once behind the pack instead of in front. Only one car remained, number 9 Delahaye, the unluckiest car in the race. Rebuilt after a practice crash, in which first driver Veuillet was slightly injured, it had come to the line to be driven by Serraud and



The grandstands seen through the new Dunlop bridge ; in the foreground are Rolt's Healey and Lucas (Ferrari), followed by Rubirosa (Ferrari), and two of the Simcas.



Tom Cole at speed in the Cadillac-engined Allard, with the front wheels assuming typically Allard-like angles as he enters the fast bend after the pits.

Guelph, only to fail at the start. Mechanics hastily pushed it to its pit, where it remained for two hours, while frantic repairs were attempted; finally, however, all efforts proved unavailing, and it retired without covering a lap.

Meanwhile, five minutes went by and the murmur of the crowd swelled to an excited roar as the first car appeared down the road from White House Corner—Sommer's blue 2.3-litre Ferrari coupé, which had passed at least a dozen cars on that hectic first lap to snatch a narrow lead from the Allard, Meyrat's Talbot, Whitehead's Jaguar, Trintignant's blown Simca, Bert Hadley driving Johnson's Jaguar, Haines driving Clark's Jaguar, Cunningham's open Cadillac, Rolt's Healey, and Rosier, already tenth. The Delahaye team were certainly out of luck, for their other car, number 8, came into the pit after this first lap—the first of many stops.

On the second lap, Sommer had a clear 100-yard lead from Cole, and there was then quite an interval before Meyrat passed in third place. The excitement, however, had already begun, as the tank-bodied open Cadillac had slid into the sandbank at Mulsanne, damaging the side head lamp, and Briggs Cunningham lost five minutes or more in frantic digging. Already cars were coming into the pits, the big rear-engined M.A.P.-Diesel, number 52 Monopole and Madame Rouault's Simca all making short stops within the first three laps. Rosier was putting on speed, and on the fifth lap passed the other Talbot, driven by Meyrat, into third place, while Chinetti—last year's winner—driving the other 2.3-litre Ferrari, a red two-seater, moved up to fifth.

Just before five o'clock, number 20 Aston Martin came slowly into the pit; Eric Thompson got out, and had a short consultation with John Wyer—and then the car was pushed away having run a big-end. One car out, and after so short a time—this was, of course, last year's car brought into the team at short notice. Meanwhile, the remaining Astons were going steadily and well, and the Jaguars were very impressive, being extremely fast and dead silent. Culpán's Frazer-Nash, which had been going very well indeed, then came into the pit with clutch trouble; nothing could be done, and he set off again with the prospect of twenty-two hours' driving at a re-

duced speed with a slipping clutch, to qualify for next year. Guillard also arrived at the pits, having pushed his Simca for upwards of a mile; the enthusiastic crowd applauded his efforts and groaned in sympathy when it was announced that he had retired with gear box trouble. Now cars began to make their first refuelling stops, among the first being the Ferraris of Rubirosa and Lucas (driving Seldon's car), who came in simultaneously, and were joined by Sommer before they restarted; this caused no little confusion in the Ferrari pit, together with some delay. By contrast, the Allard made a quick stop, in 2 min 1 sec, Sydney Allard taking over.

Position at 4 hours (8 p.m.)
1, Talbot (Rosier), 45 laps, 95.65 m.p.h.; 2, Ferrari (Chinetti-Heide), 44 laps; 3, Ferrari (Sommer-Serafini), 44 laps; 4, Talbot (Meyrat-Mairese), 44 laps.
On handicap: 1, D.B. (Bonnet-Bayol); 2, Simca 1,100 (Blondel-Martin).

Now the Jaguars made their first stops, Haines handing over to Clark, and Whitehead to John Marshall; the latter stop took seven minutes, including removing all four bolt-on wheels to adjust the brakes. Rosier, left in the lead after Sommer's lengthy pit stop, celebrated the fact by breaking the lap record—several cars had done this, including Sommer and Chinetti—at the resounding speed of 102.84 m.p.h. Then the Aston Martins refuelled and changed drivers, Parnell and Macklin going off for their first spells, while Leslie Johnson took over from Hadley in number 17 Jaguar. The Jowett Jupiter, going magnificently in its first race, came in to refuel, T. C. Wise taking over from Tommy Wisdom; the car was stationary for eight minutes, which included the rectification of a leak in the fuel feed.

Poor Madame Simon, who had been going well in the 2-litre Ferrari coupé, spent a long while digging herself out of a sandbank, and brought the car triumphantly to the pit only to run out of fuel on the far side of the course a few laps later. But Sommer's car was really in trouble, and Serafini, who was driving, made two brief stops, while shortly after Sommer once more took the wheel the car came in with the dynamo mounting broken; it never really got going again, although its retirement was not announced until some hours later.

Now darkness had fallen, and once more came the spectacle of Le Mans by night, with the distant sweep of the

Le Mans . . .

head lamp beams signalling the approach of the cars. Some carried recognition lights, while the Healey and Cadillacs utilized American-pattern "winker" switches in the side lamp circuit for the same purpose.

Position at 8 hours (12 midnight)
1, Talbot (Rosier), 90 laps, 94.69 m.p.h.; 2, Ferrari (Chinetti-Heide), 89 laps; 3, Talbot (Meyrat-Mairese), 87 laps; 4, Jaguar (Johnson-Hadley), 87 laps.
On handicap: 1, D.B. (Bonnet-Bayol); 2, Simca 1,100 (Blondel-Martin).

As time wore on into the small hours of Sunday morning, a patchy mist began to settle in the hollows of the course, especially on the sections before and after Arnage and Whitehouse Corners. This added to the difficulties of drivers already often hampered by failing brakes, or worried by other mechanical defects. Although the general classification remained fairly constant, the leaders on handicap changed frequently, the principal protagonists being the 1,100 c.c. Simca driven by Blondel and Martin, the 610 c.c. D.B. of Bonnet and Bayol, and Chinetti with the remaining 2.3 litre-Ferrari. The other fast Simca-Gordini in the 1,100 c.c. class gave up at 1 a.m. at Arnage with transmission trouble, the driver (Scaron) walking disconsolately back to the pit. A few minutes later, the remaining Delahaye came in to refuel, followed by the Meyrat-Mairese Talbot in the adjacent pit. When the Delahaye was ready to restart, a carburettor back-fire caused it to catch fire under the bonnet; flames and smoke poured out, and for some minutes all was confusion, while the Talbot crew hastily pushed their car back out of danger. Then the flames were suddenly extinguished, and Flahault drove off in the Delahaye without even pausing to inspect the damage. Meanwhile Tom Cole, while in second place with the Allard, suddenly crept into the pits in bottom gear with horrible transmission noises. The gear box had given up, and from then on the car had only top gear in use.

Position at 12 hours (4 a.m.)
1, Talbot (Rosier), 134 laps, 94.56 m.p.h.; 2, Talbot (Meyrat-Mairese), 128 laps; 3, Jaguar (Johnson-Hadley), 127 laps; 4, Healey (Rolt-Hamilton), 127 laps.
On handicap: 1, D.B. (Bonnet-Bayol); 2, Simca 1,100 (Blondel-Martin).

Class leaders: 8,000 c.c.: Allard (Allard-Cole), 126 laps; 5,000 c.c.: Talbot (Rosier), 134 laps; 3,000 c.c.: Aston Martin (Abecejas-Macklin), 125 laps; 2,000 c.c.: Ferrari (Seldon-Lucas), 124 laps; 1,500 c.c.: Jupiter (Wisdom-Wise), 106 laps; 1,100 c.c.: Simca (Blondel-Martin), 116 laps; 750 c.c.: Aero-Minor (Foch-Mouche), 85 laps.

Rosier now came in and handed over to his son (for the one brief period during which he did not drive himself), but shortly afterwards the car came in again, and much time was lost while a rocker was changed; this let the second Talbot into the lead at six o'clock, with Leslie Johnson's Jaguar in second place and going well, in spite of failing brakes.

As daylight began to creep on to the circuit, speeds began to rise again, and it was at this time that one of the most spectacular incidents occurred. Leroy's Renault saloon was proceeding past the pits when the saloon Talbot, which was driven in turns by Chambas and André Morel, came up fast and swerved across the Renault's bows, to stop at its pit. The Renault driver stamped on his brakes, the little car swung—and overturned with a crash, just tipping the Talbot in the process. Fortunately the driver was unhurt.

Some time before, Chinetti had been forced to abandon his Ferrari near White

continued

House Corner with a wrecked differential; the Rubirosa car had had persistent clutch trouble and finally given up, and now the last Ferrari met its Waterloo. Lucas, driving Selsdon's car and troubled by a third gear which would not stay in mesh, slid badly at Terre-Rouge, corrected, hit the sand and overturned; fortunately his injuries were less serious than was at first thought.

Position at 16 hours (8 a.m.)

1, Talbot (Meyrat-Maître), 171 laps, 89.82 m.p.h.; 2, Talbot (Rosier), 170 laps; 3, Jaguar (Johnson-Hadley), 170 laps; 4, Healey (Rolt-Hamilton), 169 laps.

On handicap: 1, D.B. (Bonnet-Bayol); 2, Simca (Blondel-Martin).

In the next hour both fast 1,100 c.c. Simcas went out, Blondel's with engine trouble and Madame Rouault as the result of a crash; fortunately, again, she was not badly hurt, although her hands were injured. This let Sandt's Renault saloon into the lead in this class, while as the 1,500 c.c. Simcas were also out, the Jupiter and Phillips' M.G. were first and second among the 1½-litres.

At about this time the Pozzi-Flahault

Johnson got out and pushed, but he was unable to surmount the slope and stopped just before reaching the pit area, running and walking on himself to his pit. A brief consultation, and he trotted back again, to work feverishly on the car for some time—but all to no avail, as the clutch refused to grip at all, and to everyone's sorrow the car had to be withdrawn, when firmly in third place with only three hours to go. Then the D.B. came to its pit for a very long stop, and crept away firing on only one cylinder. At this, both number 19 Aston Martin and the remaining Monopole, which were running neck and neck for second place on handicap, were speeded up; at 2 p.m. the Aston got the lead, while at 3 p.m. the two cars were exactly level on formula. Meanwhile, the D.B. got going again properly, but had lost too much time to be in the running.

In the general classification, the Talbots were now touring round, and interested centred on whether the Allard, lapping faster than anything else still running, could beat the Healey for third place. Cole was pushing the Allard as hard as he dared, in spite of having only

came that the Aston Martin and the Monopole had tied for first place with exactly the same figure of merit, after twenty-four strenuous hours. Third came the second Aston, and fourth the Frazer-Nash, so Britain was well represented.

Altogether a wonderful race, with the vicissitudes of fortune affecting first one and then another, emphasizing the strenuous nature of a two-day drive under varying conditions at what are now fantastically high speeds. Certainly, British cars acquitted themselves more than honourably, and perhaps next year we shall once more win the Grand Prix d'Endurance for the first time since 1935; one thing is positive, the attempt will be made.

More pictures on pages 736-737.

PROVISIONAL RESULTS

18th Grand Prix D'Endurance

(Lap distance 8.384 miles)

13th Annual Cup for Distance Covered

	miles m.p.h.
1, Talbot 4,485 c.c. (L. Rosier-L. J. Rosier)	2,153.2 89.72
2, Talbot 4,485 (P. Meyrat-G. Maître)	2,143.5 89.30
3, Allard 4,534 (S. H. Allard-T. L. H. Cole)	2,105.9 87.75
4, Healey 3,846 (A. P. R. Rolt-J. D. Hamilton)	2,103.4 87.64
5, Aston Martin 2,580 (G. Abecassis-L. Macklin)	2,094.3 87.26
6, Aston Martin 2,580 (C. Brackenbury-R. Parnell)	2,047.0 85.29
7, Delage 2,999 (H. Louveau-Estanger)	2,021.5 84.23
8, Bentley 4,257 (E. R. Hall) ..	1,990.9 82.95
9, Frazer-Nash 1,970 (T. A. S. Mathieson-J. R. Stoop) ..	1,972.8 82.20
10, Cadillac 5,439 (S. Collier-M. Collier)	1,956.9 81.54
11, Cadillac 5,439 (B. S. Cunningham-P. Walter)	1,951.8 81.33
12, Jaguar 3,441 (P. C. T. Clark-N. Haines)	1,942.5 80.94
13, Talbot 4,485 (A. Morel-A. Chambas) ..	1,942.5 80.94
Bentley 4,253 (H. S. F. Hay-H. C. Hunter); 15, Jaguar 3,441 (P. N. Whitehead-R. J. C. Marshall); 16, Jowett Jupiter 1,498 (T. H. Wise); 17, Riley 2,443 (R. Lawrie-G. H. Beeston); 18, M.G. 1,250 (G. E. Phillips-E. Winterbottom); 19, Healey 2,443 (N. H. Mann-M. H. Morris-Goodall); 20, Frazer-Nash 1,970 (N. B. Culpin-P. S. Wilson); 21, Aero-Minor 749 (M. Gatsionides-Hoogeven); 22, Monopole 611 (de Montremy-Hémar); 23, D.B. 611 (R. Bonnet-B. Bayol); 24, Renault 760 (L. V. Sandt-J. Costalen); 25, Renault 760 (Lecat-Pons); 26, Dyna-Panhard 611 (A. Lachaise-A. Debillé); 27, Renault 760 (J. E. Vernet-R. Eckerlein); 28, Dyna-Panhard 611 (R. Gaillard-P. Chancel); 29, Dyna-Panhard 611 (L. Eggen-Escale).	

* denotes class winner.

Fourth Annual Cup for Performance on Handicap

	lit. of water
1 (tie), Aston Martin (Abecassis-Macklin) ..	1.276
Monopole (de Montremy-Hémar) ..	1.276
3, Aston Martin (Brackenbury-Parnell) ..	1.246
4, Frazer-Nash (Mathieson-Stoop) ..	1.246
5, Talbot (Rosier) ..	1.245
6, D.B. (Bonnet-Bayol) ..	1.244
7, Talbot (Meyrat-Maître) ..	1.239
8, Healey (Rolt-Hamilton) ..	1.231
9, Aero-Minor (Gatsionides-Hoogeven) ..	1.221
10, Delage (Louveau-Estanger) ..	1.211
11, Jowett-Jupiter (Wisdom-Wise) ..	1.206
12, Allard (Allard-Cole) ..	1.202

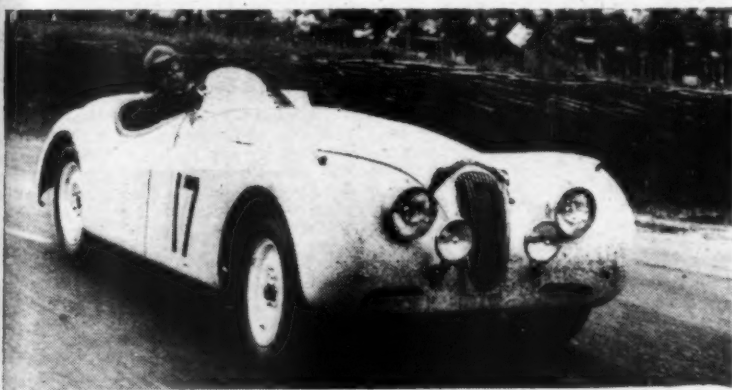
Sixteenth Biennial Cup (1948-50)

(For best performance on handicap by entrants who qualified in 1949 race)

1, Monopole-Polisy: Monopole (de Montremy-Hémar) ..	1.276
2, Mrs. Trevelyan: Frazer-Nash (Mathieson-Stoop) ..	1.246
3, P. Meyrat: Talbot (Meyrat-Maître) ..	1.239
4, Usine Letnany: Aero-Minor (Gatsionides-Hoogeven) ..	1.221
5, A. Lachaise: Dyna-Panhard (Lachaise-Debillé) ..	1.195

Fastest lap: Talbot (Rosier), on 40th lap, 48 53.56, 102.94 m.p.h.

Retirements: Delahaye (Serraud-Gueff), 6 laps; D.B. (Guyot-Aumaut), 8; Aston Martin (Thompson-Gordon), 8; Simca (Guillard-Caron), 13; Simca (Gordini-Simon), 14; Simca (Babouin-Gay), 22; Ferrari (Mme Simon-Kasse), 25; Renault (Gendron-Vinatier), 32; Simca (Trintignant-Manson), 34; M.A.P.-Diesel (Lacour-Veyron), 39; D.B. (Simone-Chaussat), 44; Ferrari (Rubirosa-Leygonie), 44; Simca (Loyer-Beura), 50; Fiat (Bault-Palmol), 75; Simca (Scaron-Pascal), 77; Ferrari (Sommer-Serafini), 82; Ferry (Ferry-Claude), 86; Monopole (Savoie-Dusoud), 88; Renault (Leroy-Joseph), 92; Simca (Fangio-Gonzales), 95; Dyna-Panhard (Lapchin-Plantivaux), 115; Skoda (Bobek-Netušil), 120; Delettrez-Diesel (Delettrez), 120; Ferrari (Chinetti-Heldé), 121; Simca (Mahé-Gordine), 125; Aero-Minor (Foch-Mouche), 139; Simca (Mmes Rouault-Gordine), 143; Simca (Blondel-Martin), 157; Ferrari (Selsdon-Lucas), 164; Delahaye (Pozzi-Flahault), 165; Jaguar (Johnson-Hadley), 220.



Return to racing: Bert Hadley, famous pre-war driver of the works twin o.h.c. Austins, makes a welcome come-back sharing the wheel of Leslie Johnson's Jaguar XK 120, which fell out with transmission trouble when in third place after over twenty hours' racing.

Delahaye once more came into its pit, and a first-class row ensued with the officials, who had announced its disqualification on the grounds that the seals on the radiator cap had been broken before the imposed distance had been covered. The enthusiastic French crowd joined in on behalf of the driver, whistling, booing, catcalling and chanting slogans—but the commissaires were adamant, and the car was pushed away.

Position at 20 hours (12 noon)

1, Talbot (Rosier), 215 laps, 90.24 m.p.h.; 2, Talbot (Meyrat-Maître), 214 laps; 3, Jaguar (Johnson-Hadley), 211 laps; 4, Healey (Rolt-Hamilton), 210 laps.

On handicap: 1, D.B. (Bonnet-Bayol); 2, Monopole (de Montremy-Hémar).

Rosier slowed down now that he had regained the lead (his Talbot, the latest model, was appreciably quicker than the 1939 car, driven by Meyrat), while the little D.B. was by now substantially ahead on handicap. Then came two dramatic incidents which put a very different complexion on the race; suddenly, Leslie Johnson's white Jaguar appeared on the run up to the pits travelling very slowly; then it stopped altogether, and

top gear, while Rolt nursed the Healey round with failing brakes and a suspect rear axle, caused by having been pushed in the back by a French car in the early hours of the morning. The Allard did it, with half-an-hour to spare; then 4 o'clock came, and one by one the weary drivers and cars came down the road to finish their marathon. Six British cars finished within the first ten, while out of the total British entry of sixteen, only two cars had retired—a remarkable percentage. Records were broken in every class but two (2,000 c.c. and 1,100 c.c.); the Allard won the 8-litre class, the Austons were first and second among the 3-litres, the Mille Miglia Frazer-Nash won the 2-litre class in spite of persistent brake trouble, and the Jupiter triumphed among the 1½-litres (in which the record distance had been set up by Aston Martin as long ago as 1935). Eddie Hall brought the Bentley home in eighth place single-handed, while the two Cadillacs finished tenth and eleventh, having qualified for next year and afforded valuable experience in an unfamiliar field.

Now everything depended upon the handicap event—and suddenly the news

NEWS and VIEWS

New Healeys

A NEW saloon body is being produced by Tickfords, and a drop-head four-some coupé by Abbotts of Farnham, for the 2.4-litre Healey chassis. The price of the saloon will be £1,450 and the coupé £1,500, both plus purchase tax.

Towing Brackets

TOWING brackets for the Morris Minor, Morris Ten, Singer S.M. 1500 and Jowett Javelin have been added to the range of attachments designed and supplied by Mr. C. P. Witter, of 134, Foregate Street, Chester. The prices of the additions are, respectively, £5, £2 10s, £4 5s and £4.

Automobilists on Foot

THE Automobile Golfing Society treated itself to an entertaining golfing week-end this month at Cooden Beach, for the purpose of a combined spring and summer meeting. On the Saturday, members were entertained to dinner by *The Autocar*, with Sir George Beharrell, president of the society, in the chair.

Italian Comment

THE road situation in Britain, and its requirements, are finding publicity apart from that given by the British themselves. The failure to achieve road development parallel with the development of motoring itself, the part in the high accident rate played by poor road conditions, and Government neglect despite high taxation are all emphasized in an article by the London correspondent of the Italian journal *L'Automobile*, the organ of the Italian Motor Club.

New Car Deliveries

OUT of 9,600 transactions investigated during 1948, only 178 of the car owners concerned bought new cars thirteen or fourteen months later. An analysis taken over fifteen months involved 12,000 transactions, and only 166 of the new car buyers had bought another vehicle within a short time. On the basis of these figures, therefore, the abuse was calculated at about 2 per cent. These figures were quoted at the M.A.A. conference recently held at Brighton, and form the background to Editorial comment on deliveries which will be found on page 727.

In spite of his hint the week before that a licensing system for new cars might prove necessary, the Minister of Supply this week in the House said that its reintroduction would not be justified; the Ministry had, however, asked the bodies concerned to tighten up their regulations. Mr. Strauss thought that the number of abuses was usually exaggerated.

Touring Ireland

FOR those who know little about Ireland but who are considering a motoring visit, the A.A. has produced a booklet called *A Brief Guide to Ireland*. There is no doubt that it is of considerable interest to anyone in this position, giving comprehensive notes on many points of general interest as well as details of roads, addresses of air services

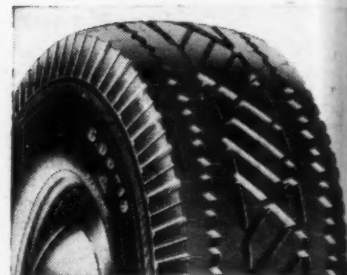
and a description of climatic and other conditions. Members of the A.A. may obtain a copy without charge on application to their nearest A.A. office.

Batsford on Wales

THE Face of Wales, by Tudor Edwards (12s 6d). In the Face of Britain series this newcomer is yet another example of a Batsford book which encourages exploration, imparts information, provides an interesting accompaniment to a holiday and is worthy of a place in the bookshelves of anyone, in the Principality.

Motor History

INDUSTRIAL history, now that the 19th century can be seen from the clarifying distance of 50 years, is being written more and more. Such work in connection with motor transport has usually consisted of histories of one firm. Clerke and Cockeran, 72, Fleet Street, London, E.C.4, have now published



The new Avon H.M. tyre which has been designed by the makers for longer life, with the aid of special test rigs described in *The Autocar* of May 5.

Britain's Motor Industry, by H. G. Castle, at 21s. The story of the rise of mechanical transport (which is to a very large extent a British story) is told, first with the designs of the German Hautach in the 16th century, to the Earls Court Exhibition of 1949. It is a story of the inevitability of technical progress, copiously illustrated and of high quality production.

VERY ROUGH : "NON-UN-DISINCENTIVES"

DURING the closing hours of the Committee stage of the Finance Bill in the House of Commons a vain attempt was made to induce the Government to accept a new clause providing for a flat rate of £10 excise duty on all cars over 7 h.p. This was moved by Mr. Boyd-Carpenter, a Conservative, and in the subsequent debate Lt.-Col. Lipton, a Labour member, admitted that the position became more anomalous and indefensible as time went on.

Mr. Jay, the Financial Secretary to the Treasury, argued that a case had not been made out for making this particular concession this year. There was a sort of rough justice about the matter since purchase tax was paid on new cars!

Mr. Leather, another Conservative, said that the present system was another of those taxes which came under the heading of what Sir Stafford Cripps summarized in his own delightful word as "disincentive."

"Non-un-disincentive," interrupted Mr. Churchill, amid laughter.

Mr. Lyttelton said it was impossible to justify the present tax.

Eventually the new clause was rejected by a Government majority of nine—278 votes to 269.

Information, Please

SEVERAL interesting snippets of information came from recent questions in the House of Commons, and, in fact, at certain periods the House became a motoring enquire within. Here is a selection of the information provided:—

1949 Production.—412,000 cars, of which 258,000 were exported and 154,000 delivered to the home market; 1,612 were supplied to Government order.

Home Market Releases.—August to December, 1945, 9,000; 1946, 130,000; 1947, 142,000; 1948, 107,000; 1949, 153,000 (excludes certain Government orders); January to April, 1950, 38,000.

Decisive Date.—May 26 was the date when the Minister of Fuel and Power

decided to abolish petrol rationing.

Surplus.—Petrol ration books cost about a halfpenny, a total of £10,000 covering a complete issue. The order for the June-November series was placed in January. One million and a quarter were issued before May 27, when rationing ended. Stocks of application forms on that date totalled 8,000,000; cost, £2,000.

Unimpressed.—The Minister of Fuel and Power has not yet heard that any petrol economiser has been notably successful; such devices are passed to the Ministry of Supply for trial.

Utility Cars.—The Minister of Transport hopes shortly to be in a position to consult representative organizations regarding speed limits and utility vehicles. This answer means that a legal definition of such a vehicle, enabling it to be exempted from the 30 m.p.h. limit, is believed to be possible.

February Registrations

NEW car registrations in February maintained the low level of the months immediately previous at 8,440; this has been an average figure since the fillip to exports given by devaluation. The number was divided into the following categories:

Up to 1,000 c.c.	1,441
1,000 to 1,500 c.c.	3,332
1,500 to 2,000 c.c.	761
2,000 to 2,500 c.c.	1,687
Over 2,500 c.c.	1,219
Total	8,440

There has been no change in the position with regard to the withdrawal of overtime working by a section of the printing industry. A slight reduction in the number of pages in *The Autocar* accordingly continues to be unavoidable. All journals printed in London are similarly affected to a greater or lesser extent, but journals printed in the provinces are not affected.



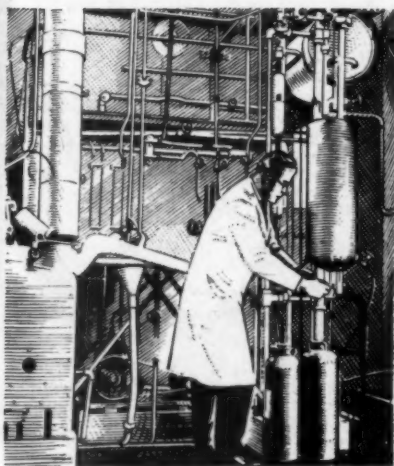
The Esso Tanker is a welcome visitor at garages throughout the country.

Esso Serves the Motorist

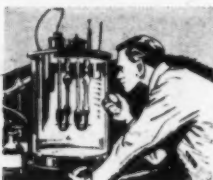
Esso road tankers on their nation-wide delivery service are a familiar part of Esso's service to the motoring public. But a great deal more is going on behind the scenes.

The vast new Esso refinery, at Fawley on Southampton Water, will, within the next few years, greatly increase the availability of home refined petroleum products.

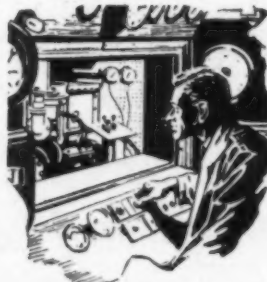
In the Esso laboratories, scientists are developing new and better petrols and lubricants. When choice is free, the motorist will once again enjoy happy motoring—with ESSO.



Every cargo of crude oil that reaches Esso's Fawley refinery is examined to determine its suitability for the production of Esso Motor Fuels. The special apparatus shown in the picture enables the experts to decide in each case the best methods to use in refining.



Samples of lubricating oil are carefully tested to ensure maximum efficiency in use.



Esso fuels and lubricants are engine-tested in the laboratory under conditions of extreme severity.

It pays to say



FOR ALL PETROLEUM PRODUCTS

ANGLO-AMERICAN OIL COMPANY LIMITED, 36 QUEEN ANNE'S GATE, LONDON, S.W.1



The valve cap, when fixed finger-tight, performs two important functions. Firstly, it protects the valve core from grit, dirt and mud which otherwise would impair its efficient working. Secondly, at finger-tight fixing it provides a secondary seal — airtight up to 250 lbs. pressure. The Schrader valve cap completes the tyre valve.

Schrader

STANDARD TYRE VALVE

Keeper of the Air you ride on

Always replace the valve cap.
Sold in boxes of 5. Price 1/3.



A. SCHRADER'S SON • BIRMINGHAM • ENGLAND

Autocar ROAD TESTS



The Minor is a trim little car, modern and pleasing to the eye. Metal framed door windows, controlled by winding handles as in the saloon, are a great asset in the open body.

DATA FOR THE DRIVER

MORRIS MINOR

PRICE, with four-seater tourer body, £399, plus £83 16s 1d British purchase tax. Total (in Great Britain), £482 16s 1d.

ENGINE: 8 h.p. (R.A.C. rating), 4 cylinders, side valves, 57 x 90 mm, 918.6 c.c. Brake Horse-power: 27.5 at 4,400 r.p.m. Compression Ratio: 6.6 to 1. Max. Torque: 39 lb ft at 2,400 r.p.m. 15 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 14 cwt 2 qr 23 lb (1,647 lb). LB. per C.C.: 1.79. B.H.P. per TON: 37.40.

TYRE SIZE: 5.00 x 14in on bolt-on steel disc wheels.

TANK CAPACITY: 5 English gallons. Approximate fuel consumption range, 36-41 m.p.g. (7.9-6.9 litres per 100 km).

TURNING CIRCLE: 35ft 6in (L and R). Steering wheel movement from lock to lock: 2½ turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 7ft 2in. Track, 4ft 2½in (front); 4ft 2½in (rear). Overall length, 12ft 4in; width, 5ft 1in; height, 4ft 9in. Minimum Ground Clearance: 6½in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of	sec	sec
	10-30	20-40	30-50
4.55 to 1	21.2	24.9	39.0
7.015 to 1	13.1	16.0	—
10.477 to 1	9.3	—	—
17.994 to 1	—	—	—

From rest through gears to: —
sec sec sec
30 m.p.h. 12.3 50 m.p.h. 44.4

SPEEDS ON GEARS:

(by Electric Speedometer)	M.p.h. (normal and max)	K.p.h. (normal and max)
1st	15-18	24.1-29.0
2nd	23-33	37.0-53.1
3rd	36-45	57.9-72.4
Top	61	98.2

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer m.p.h.
10	8.0
20	18.0
30	27.5
40	36.5
50	44.75
60	53.75

WEATHER: Dry, cool; fresh wind.

Acceleration figures are the means of several runs in opposite directions.

Described in "The Autocar" of October 29, 1948.

No. 1410: MORRIS MINOR TOURER

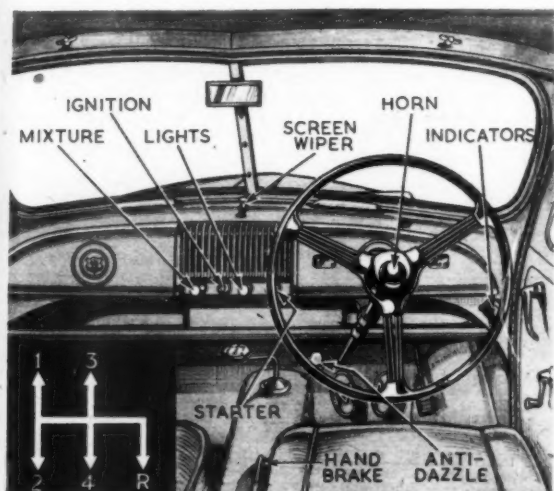
ENTHUSIASM evoked by the current series Morris Minor when the Road Test of the saloon model was carried out some eighteen months ago has been revived and even strengthened by extensive experience now of the tourer or convertible four-seater. This is more than the traditional open tourer, for it has winding glass windows in the two doors. It is welcome to see a famous big-production firm keeping alive the low-priced open-air car, which has tended to disappear since the war.

The Minor is indeed a "winner" among small cars; it is so handy, so willing, and so economical, qualities which are natural to a small car, and in addition is really a pleasure to handle. It is firm and steady, and safe feeling. It achieves an acceptable performance without effort, and does so well the things that are within its capabilities that one cannot help being strongly attracted to the car at once, and anyone, seasoned driver or novice, is likely to become an enthusiast for it as experience is gained on the road. The little side-valve engine has an air of detachment, meaning that it is remarkably free from vibration and never seems to be fussed, never intrudes itself on the occupants of the car, unless forced to its limits on the lower gears, yet can be treated hard when necessary without suffering.

Literally, finger control of the steering is sufficient to keep it on an accurate course. Its suspension, independent by torsion bars for the front wheels, gives a quite striking lateral stability, and, more important, a remarkable degree of comfort. There is a certain amount of fairly firm vertical movement at times, but this is very restricted, and riding in all seats is comfortable. Bad surfaces such as stone setts or pavé can be swept over with astonishing disregard. For those who like to maintain average speed on a journey by keeping up the pace round bends the Minor is a great pleasure, for, in a phrase, "it corners like a sports car."

A handier car for city traffic and parking and in narrow country lanes could not be desired, yet it is in every way a real car for serious journeys; 40 miles and more can be put into an hour by keeping it at it. It does not languish easily on gradients, and in any case there is an excellent four-speed gear box with an easy change, and the willingness of the engine to rev high enables the steeper gradients to be tackled with zest. First gear was required for a hill of 1 in 6 calibre with two people in the car, and the performance thereon indicated a reserve of power for the steepest hills, rarely encountered by most motorists.

Control is in every way excellent. The steering, by rack and pinion mechanism, has already been mentioned. It is entirely free from vices; its lightness in spite of a high gear ratio, its nice degree of castor action, freedom from shock from the road wheels and from any trace





With the hood up the Minor convertible is still neat. The protection given is very good, with winding windows in the doors and side screens to fill in the rearward space. Also the doors can be locked; the external door handles are recessed and have a pull-out action.

734

THE AUTOCAR



Clean to look at and easy to clean, the Morris Minor is entirely modern in appearance. The width of bonnet opening is considerable in relation to the car's overall width.

ROAD TEST continued

of vagueness place it beyond criticism. It is the easiest thing possible to turn the Minor round in an average width road with one reverse.

The Lockheed hydraulically operated brakes do all that is wanted, with real power available, and the gear change by a rigid central lever rising from the floor is definite and positive and thoroughly satisfactory. The synchromesh on top, third and second is of the kind that can be overridden if particularly fast movements are made, but for general requirements it serves admirably, and third gear is virtually silent. The hand-brake lever is between the separate front seats in a place where the left hand falls naturally on it, and is a powerful control, and the thin-rimmed spring-spoked steering wheel is in just the right position for confidence and has a most comfortably shaped rim.

Pedal Arrangement

Almost nothing could be improved about the driving position and arrangement of the controls, with the one further comment that the throttle pedal is farther to the left, owing to the intrusion of the wheel arch, than one at first expects to find it, whilst the clutch and brake pedals are unusually close together for anyone wearing a wide shoe, though well separated from the throttle. These are matters to which a driver very quickly adjusts himself. In a right-hand drive car the driver has vision of the right wing but not on the left side. This is of less consequence, of course, in a small car than in a bigger one.

There is no special need for care with the clutch in starting from rest to obtain a smooth getaway. The engine has a regular and reliable tick-over and it seems to finish a long day's run as unfurried as when it began. It is remarkably free from pinking even on Pool petrol. It starts at once from cold with very little use of the mixture control for the S.U. carburettor.

There is quality about the Minor's running in its class.

Economical though it is, and low priced as it is by present standards, there is nothing of austerity about it and the furnishings and fittings are well done, including good quality upholstery in Vynide. It can inspire enthusiasm in drivers who are accustomed to much bigger and more powerful cars. This is indeed an achievement in the smallest category of British cars, where the Minor belongs.

It is relatively high geared for its engine size, thus making for ease of cruising at the higher speeds. It can be held at a genuine 50 m.p.h. without feeling that it is being driven to death. For acceleration from the lower speeds the use of third, and sometimes second gear, is beneficial if a brisk performance is to be obtained, as high gearing, which is so desirable for easy cruising at a fairly high speed, and for durability, cannot go with snappy acceleration from low speeds with a small engine. But the engine is satisfactorily flexible at the bottom end on top gear for those occasions when a more leisurely performance is satisfying. In every way it feels a "go anywhere" car, one that the owner need not hesitate to take on the longest journey, and it has a tremendous advantage on crowded roads, where its lack of sheer maximum speed is often more than made up for by its handy size and manoeuvrability.

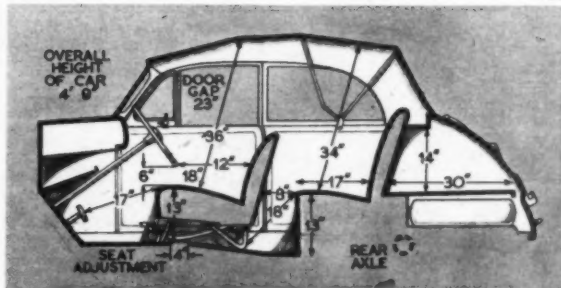
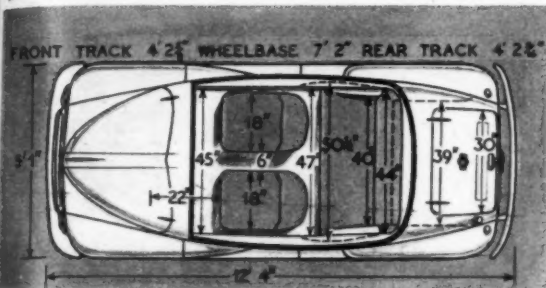
There is surprising width in the body, and a sizeable driver and passenger do not get in each other's way. The separate front seats give support in the right places and prove comfortable on a journey of several hours' duration. The driving seat is adjustable, but the front passenger seat is fixed. Leg room is ample and the rear seat, too, is quite roomy and comfortable and does not place the passengers unduly high. Getting in and out as regards all seats would be easier if the single wide door on each side opened to a greater angle. The body is unusual of its kind, and most commendable, in that it is more than usually a saloon without the roof rather than following the usual pattern of open tourers. The rigid V windscreen is similar to that of the saloon and there are winding glass windows in the

The camera conveys an inadequate impression of the exceptional under-bonnet accessibility. All auxiliaries are easy to reach, including the high-mounted ignition distributor, the sparking plugs and the electric petrol pump.



Removal of the air cleaner is still necessary for lubrication of the S.U. carburettor piston damper. The oil filter is extended conveniently high and the dipstick is easy to replace, even at night, into a guide tube.





Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed

doors as well as pivoting glass ventilator panels, just as in the saloon, and only a single pair of removable side screens is needed for full weather protection. These screens are rigid and easily put up, and with the hood raised a quite snug and draught and rattle free arrangement is obtained. Driver and passenger vision remain good even when the hood is raised, and also there is then no undue sense of being shut in, nor increase of general noise, the Minor being basically quiet. The hood is easily within the compass of one person to raise and lower, and it stows neatly into an envelope. An envelope is also provided for protecting the side screens against damage when they are not in use. Unusual again among tourers, and an important point, is the fact that the doors can be locked. Pleasant, draught free motoring with fresh air advantages can be obtained with the hood down and the side screens and windows raised.

A good view is given by the driving mirror. The instruments are reduced to a simple layout placed immediately in front of the driver, comprising an oil pressure gauge, a speedometer with total mileage recorder only, and a fuel gauge. Beneath the fascia is a full-width shelf, whilst in the left of the fascia is a cupboard of useful size with spring catch released lid. The influence of cost in a car of this

category is well realized, but a more powerful horn note is certainly desirable at times. In a similar light is the fact that only a single screenwiper blade is fitted as standard, but provision is made for easy installation of a second blade on the left side.

The one-piece bonnet is released from inside the driving compartment, there being a safety catch in addition, and gives exceptional accessibility to the engine, all its auxiliaries, and even to the front dampers. There is a remarkable amount of room in the luggage locker.

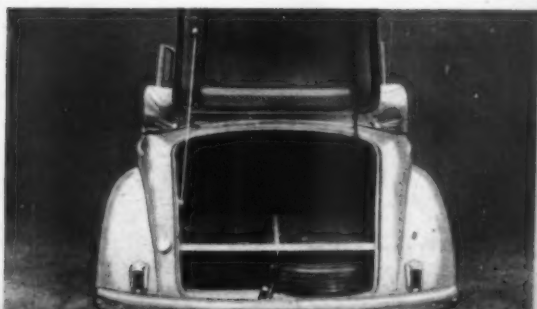
The electrical system is 12 volt. The head-lamp beam is quite adequate and the instrument illumination at night is efficient. Extremely low oil consumption was noted during the test, which included hard driving. The Minor undoubtedly does a great deal for a very little, and it is refreshing in these days of high costs that it can be worth while on occasion to take on a single gallon of petrol, in the knowledge that this will carry up to four people certainly 35 miles, and over 40 miles according to the speeds used and the nature of the country involved.

Vents for windscreen demisting and de-icing are built in, and a heater can be fitted as an extra. Jacking is easy by means of a simple and easily operated screw jack of modern type, which is applied to convenient brackets.

Plenty of room in all dimensions is a strong feature of the body and extra foot room for the rear passengers is given beneath the tubular frames of the front seats, the back rests of which tilt forward to let back passengers in and out. The boss in the lid of the locker on the left of the fascia is for easy fitting of a clock as an extra. The ventilation panels are a valuable adjunct to the main drop windows.

Roominess of the body is well seen in the view below, also the neat furling of the hood, and the more than adequate detail furnishings, including elbow rests in the rear seat.

Enclosed luggage space worthy of a bigger car is provided and can be increased when rear passengers are not carried by folding forward the back rest of the rear seat. A detail instance of the way in which small car equipment has advanced is seen in the twin tail and stop lamps.

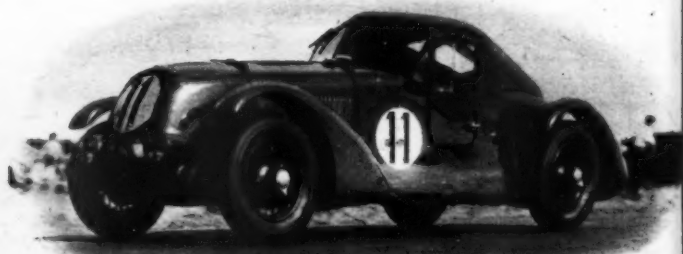
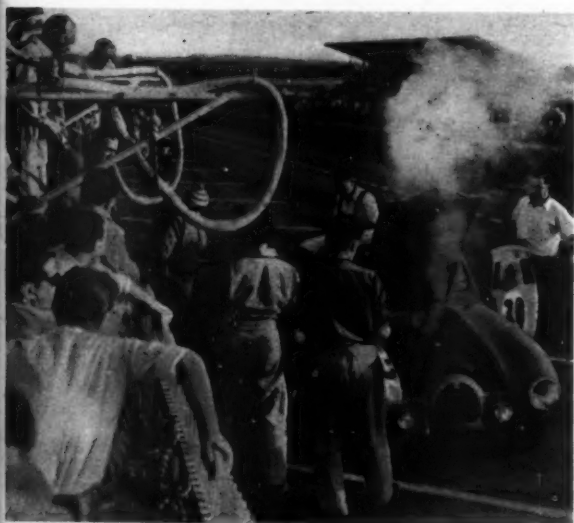




LE MANS

TWENTY-FOUR HOURS OF
SPEED: REPORT ON PAGE 738

Louis Rosier—tired, triumphant and happy—bringing the Talbot in victorious after twenty-four gruelling hours of racing. Immediately behind him is the tank-like American Cadillac driven by Briggs Cunningham, which finished eleventh, while the leading Aston Martin is just coming into view in the distance.



Speed study of Eddie Hall's 4½ Bentley, veteran of Tourist Trophy races and now fitted with a rather angular coupé top, taken in the early stages of the race with the head lamp covers still in position.

Left: Consternation in the Simca-Gordini camp: one of the two supercharged coupé models, in the hands of Trintignant (in knitted cap), comes into the pit suffering from shortage of water. It was eventually forced to retire, as the gasket had blown.

Below: Veteran Bugatti driver, Pierre Veyron, at the wheel of the supercharged 4½-litre M.A.P. diesel, about to be passed by Fangio's supercharged Simca coupé, after Arnage corner.





Reg Parnell, driving number 21 Aston Martin, sweeping through the Esses in front of Phillips' consistent M.G. and the Monopole, driven by de Montremy and Hémard, which won the Biennial Cup.

Right: The fully streamlined Silverstone Healey, fitted with an American 3.8-litre Nash engine and overdrive transmission, which took fourth place; the driver in this action study is Tony Rolt.

An untouched photograph showing the scene in front of the pits during the night. Spectators are still massed thickly against the barriers, while behind them the grandstand and press box are ablaze with light. The head lamps of passing cars form white streaks across the picture, while in the foreground the saloon Cadillac, driven by Miles and Sam Collier, makes one of its routine refuelling stops.





Final stages in the manufacture of safety glass : In the background glasses are fed to a moving belt and checked for flaws, with a special instrument, by the operator in the cubicle. Then they pass under a trip hammer for an impact test and are finally given their trade mark by the two girls in the foreground.

GENESIS OF A CAR : No. 9

By A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.Mech.E.

SAFETY GLASS

HOW THE TWO TYPES, LAMINATED AND TOUGHENED, ARE PRODUCED

OCCASIONALLY one sees an old car of which the screen and windows display a distinct brownish tinge. They may also be disfigured by blotches which, in extreme cases, render the glass almost opaque. Such glass is a sure sign of the car's age, for the defects arise from the celluloid interlayer of the laminated safety glass, and celluloid was replaced in 1932 by a material which does not discolour.

There are two types of safety glass, laminated and toughened. The laminated type was developed as a result of a laboratory accident at the beginning of this century, and the toughened is a development of a discovery made three centuries ago.

A French chemist, Edouard Benedictus, accidentally knocked a flask off a shelf and, to his surprise, although it cracked and starred, it did not shatter. He found that the reason why the flask remained whole was that it had contained a solution of collodion, which had dried up, leaving a coating of such great adhesive power that it retained all the glass fragments in position. Within twenty-four hours the chemist turned his discovery to good account by producing a piece of laminated safety glass with the aid of an ordinary letter press. In 1909 he started the first commercial manufacture of safety glass

when he founded the Société de Verre Triplex. The English company was founded in 1912.

Toughened glass is attributable to the discovery by Prince Rupert, nephew of Charles I, that when molten glass is poured into cold water it forms long-tailed pear-shaped drops of great strength. These became known as Prince Rupert's drops and, while the bulbous end can be hammered with great force without fracture, it is necessary only to break the tip of the tail for the whole drop to shatter to a fine powder.

This phenomenon was not made use of until 1874, when a patent was taken out by de la Bastie for producing flat toughened glasses by heating them and quenching them in oil. These glasses were small and thick, and were used chiefly for protection against the bursting of water gauge glasses on steam boilers: The use of air instead of oil for quenching quickly followed, but 50 years elapsed before the production of larger and thinner glass for cars could be undertaken.

In the laminated variety, the interlayer between two sheets of glass was at first celluloid, and an adhesive such as gelatine was also necessary. The three components were brought together while immersed in a liquid which slightly softened the celluloid, and were then pressed be-

tween heated platens. When the sandwich was completed the edges had to be sealed with pitch to prevent ingree of moisture and retain the slightly volatile assembly liquid.

Celluloid, which discoloured and blistered, was soon replaced by cellulose acetate; this eliminated the defects associated with celluloid, but the same methods of production were necessary. More recently a synthetic resin, polyvinyl butyral, has been developed which overcomes the disadvantages of previous materials and simplifies manufacture. Its tensile strength is about 3,000 lb per sq in, almost as high as that of cellulose acetate, but it can be stretched 400 per cent before breaking, giving a toughness and shock resisting quality superior to anything previously obtained. It also adheres to glass by heat and pressure alone, no adhesive being required, and it needs no sealing.

Both laminated and toughened varieties are produced at the Kings Norton works of the Triplex Safety Glass company at Birmingham. The raw materials, sheets of glass and rolls of Vinal interlayer, are closely examined on arrival. The girls who examine the glass for flaws do not look *through* it but at it, by reflected light.

There are two grades of glass, sheet and plate. In sheet there may be slight waves which can cause distortion of vision, but in plate the two surfaces are parallel. Both grades are used in making laminated and toughened safety glasses but, obviously, plate is preferable for windscreens, although sheet is quite suitable for back and side windows.

The Craftsman's Art

Anyone who has ever tried to cut a piece of glass would be fascinated to see it done by the Triplex experts. It looks so easy! It is done to templates by men, while the Vinal interlayering is cut out by girls. First, though, the Vinal passes through a drier and then it is dealt with in air-conditioned rooms. As received, it is covered with a dusting of sodium bicarbonate to prevent it sticking.

After it has been cut to size the pieces are placed on a moving belt which carries them beneath hot water sprays to wash away the bicarbonate and to leave the Vinal ready for assembly between the two pieces of glass. This process is done by girls in an air-conditioned room, and the two pieces of glass with their interlayer then pass beneath heaters and between rubber-covered rolls which "nip" them together and cause preliminary adhesion. The sandwiches are then loaded into an autoclave, where heat and pressure complete the process.

Thus much of the work is mechanized, but the skilled craftsman who has cut the glass has his counterpart in the finishing processes. This is the man who deftly passes the edges of the completed screen or window over a grindstone to remove the sharp cutting edges. It is done with a rhythmic swing—and again looks so easy! Automatic grinding machines deal with the edges of windows, which must be really smooth because they are exposed or have to slide in channels.

For toughened glass the plate glass is cut to size with great care, because, unlike laminated, it cannot be cut after toughening. After the grinding or smoothing of the edges, the glass is hung up vertically by special clips on a carrier, ready to be lowered into an electric furnace beneath the floor. The top of the furnace opens, the glass descends and the furnace closes. Out of sight the glass slowly travels to the other end of the furnace, reaching a dull red-heat. On being taken out it goes between two rectangular frames which are oscillating continuously. These frames carry a multiplicity of jets through

which cold air under pressure impinges on the surface of the glass, cooling it rapidly. The result of this treatment is that the outside of the glass cools more quickly than does the interior, so that when all is equally cold the surfaces are in a state of compression which is balanced by a state of tension within the glass. Glass can be broken only by a tension stress acting on the surface and, therefore, toughened glass is mechanically stronger than ordinary glass because the applied load has first to neutralize the surface compression before fracture can occur.

Curved glasses are made by both processes. The laminated curve is made by bending the two glass sheets to exactly the same curvature before they are placed together with their interlayering. Toughened curved is given its shape when the glass comes out of the furnace and before it is subjected to the quenching air blast.

Each type may have either single or double curvature, although at present the laminated variety is less suitable for double curvature. The degree of cross curvature is preferably that which the glass naturally adopts while it is under the process of bending to the main curvature. Any greater degree of double curvature may mean that markings result from the mould, with some distortion of vision in consequence.

Naturally the product is very carefully inspected for flaws; in toughened glass each piece is subjected to a predetermined hammer blow, and is also examined by polarized light, which shows up a very distinctive coloured pattern all over it. Both laminated and toughened glass are subjected to tests on specimens regularly selected, a steel ball weighing 1.68 lb, with toughened glass, being dropped from a height of 6ft on to the glass, which must withstand the impact. Laminated glass is inevitably fractured by the impact of the ball but, while it may star, it must not splinter. Laminated glass will, without splintering, withstand the impact of a $\frac{1}{2}$ lb ball dropped from as high as 20ft.

A craftsman deftly removes the sharp edges of a sheet of glass with a grindstone.



Previous articles in this series have been "The Romance of Steel" (June 25, 1948); "Castings in Iron and Light Alloy" (July 30); "A Body is Pressed" (September 3); "How a Starter Battery is Made" (October 22); "Machine Shop and Engine Assembly" (December 10, 1948); "Tyres and Wheels" (January 28, 1949); "Making Coil Springs" (April 1, 1949); and "The Assembly Line" (August 19, 1949).



The coast road between Conway and Bangor, with the M.G. stripped for the sun.



The picturesque quayside adjacent to Conway Castle and the suspension bridge.



TOURING THE PRINCIPALITY
WITH A 1½-LITRE M.G.

by JOHN URBANE BULL

PLEASANT

TO appreciate the good and bad points of an old country one has to live in a new. When I first went to Kenya I had eyes and ears only for my new country. The vastness and barren majesty of Africa had and still have an irresistible appeal for me. But after a time I found myself thinking of old castles, ancient city walls, mature houses, and those places and ideas where man and time have combined to produce something we can loosely call tradition. Such places as Chester, the gateway to North Wales.

Chester is a monument to 2,000 years of human effort; a fort of the early Britons, a Roman town, and then Saxon Chester. The latter 1,000 years have seen much strife and battle, and as late as 1867 a group of Fenians attempted to gain control of the castle. The city wall is about two miles long and extraordinarily complete, it being possible to walk the whole circuit.

Many of my earlier holidays had been spent in North Wales roaming the hills, rock-climbing and swimming, and I determined to return. Besides, our new 1½-litre M.G., I feel certain, would have gone there of its own accord had it been possessed of a free will. Cars are like that. There are those that are meant to be driven along safe, smooth roads, mainly in built-up areas, and preferably with the occupants soberly attired. Not so the M.G. Something tougher and more exacting was demanded and above all the occupants must not dress like normal people, otherwise how are they to keep up with the current conception of sports-car types? Anyway there we were, bowling along the road from Chester to St. Asaph. Not exactly a propitious start, with rather more rain than we wished for. We were bound for Ogwen Lake Cottage. For the rock-climbing fraternity no other explanation is necessary; for the uninitiated the name of the house gives a clue to its whereabouts.

From St. Asaph we dropped down to Abergele and the

coast road. Beyond Conway it is truly a coast road. It battles with the railway for pride of place to see who shall be the first to dive into the sea. Neither actually does, but in several places one is supremely aware that the road has been engineered, and that the sea and the mountains have been told, "Stay, this is a road built by man for the use of man."

So we moved along admiring the sea, Puffin Island, and then Anglesey and the Menai Straits. We turned sharply inland just before Bangor, to Bethesda and beyond along A5, the main Holyhead-London road. It was still raining—but it was North Wales.

Fortunately, the rain cleared away during the night and next morning it was fine beyond measure, an ideal day for walking, an ideal day for idling about in a car with the hood and side curtains stripped down. What should it be?

We opted for a leisurely cruise around the beauty spots; so off down to Capel Curig. On the way, a coach loaded to capacity overtook us at something like 50 m.p.h., bent, presumably, on "doing" North Wales over lunch-time. Its destination became obvious when we passed the famed Swallow Falls.

To those who want a pleasant walk and a different view of the falls I would recommend them to continue down the road towards Bettws-y-Coed for another mile and then turn in left at the Forestry saw-mill entrance. Park the car and walk down, passing to the left of the saw-mill, and crossing the Conway river by the wooden erection that does duty as a bridge. After the bridge turn left up-stream on the lower path and climb steadily by a most delightful track through the rustling conifer plantations until you are opposite the falls. For the surefooted a descent can be made down the river bank to the farthest point, where the whole roaring river—flowing eastward, of course—awaits you.



A lakeside halt inland from the North Wales coast.

T PLACES in WALES

Snowdonian peak, summit brushed by cloud.

The rest of the day we spent idling slowly along to Llanrwst, to Conway where we inspected the castle and the quayside, and then back along the coast road; we just had to have another look at that road.

Another pleasant day was spent motoring to Pen-y-Gwryd, via Capel Curig, and over the wild Llanberis Pass to Caernarvon. At Caernarvon the castle is a "must." I think it is the combination of wild, mountain scenery and glorious sea-shores, with the ancient history of the many castles that are found all over North Wales, that make the whole so attractive. From the towers of Caernarvon Castle one can see it all: inland the mighty mountains, in the foreground the sea and sands, and at one's side the stone parapets of history.

After several days of heavy rain, during which we slipped and slithered over the wet rocks of Tryfan, we decided to return to Cambridge. The return trip was carried out in heavy rain along what must be one of the poorest main roads in England—A.5. We were not in any great hurry and yet we took only six hours from start to finish. I suppose one is always enthusiastic about a new car; one likes to think one's choice is beyond reproach. Yet attempting to give fair comment I would say that the 1½-litre M.G. tourer is nearly, if not entirely, a car that cruises at 60 m.p.h. A magical phrase, "cruise at 60," but for a small car it becomes even more magical. Under even conditions the speedometer reached about 75, or perhaps slightly higher.

Still, I must not enthuse too much. During most of the trip that day the needle hovered around 60 and with complete mental and physical ease on the part of my wife and myself. The road-holding qualities are so good as to be beyond praise. I enjoyed being able to place my car on the road with complete accuracy. It is a car with personality, and as such to be cared for at a time when cars are tending to lose that personality.



MOSS INVINCIBLE AT BRANDS HATCH

THREE WINS AT KENTISH MEETING



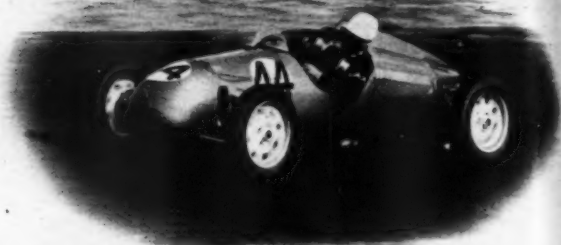
W. J. Sykes takes a nap while his car gyrates round him—harmlessly. He was trying to pass C. D. Headland on the inside while No. 20, D. N. Brake, was passing on the outside. Brake has been forced on to the grass.

STIRLING MOSS went to the 500 Club meeting at Brands Hatch, on Sunday, and took away every prize for which one man in one car could compete. He won every heat and race in which his Cooper was entered, and set up a new lap record in the process. And all this with the J.A.P. engine which is now considered slower than the latest Norton.

This might suggest that the meeting was too much one man, but Moss drove without one error or any fuss whatever, demonstrating driving as performed by the masters. The meeting started with an open challenge race with four heats and the final, Stirling's real opponent being George Wicken, who chased him

very hard until, taking the last bend leading into the low side of the circuit, he shot on to the grass, back across the road, and came to rest on the opposite bank. Wicken was out of luck for the day, for he had to retire with a recalcitrant piston in the heats for the second race.

The third heat for this second race, for production cars, saw an unpleasant incident when W. J. Sykes, Cooper, attempted to overtake on the inside without road. His car turned over but Sykes suffered only the odd graze. After this affray John Cooper won the heat in comfort. In the final, Moss took the lead from Cooper in the first lap and



The victor, Stirling Moss, taking his usual precise line through the corners in faultless style.

so they finished, with Alan Brown, Cooper, taking a well deserved third.

The event for non-production cars became a reliability trial. Out of a field of eight Alf Bottoms took a sure first, Don Parker an equally certain second, and D. F. Truman had the doubtful honour of third place with no one else left in the race.

Fourth on the programme was the race for the ten fastest cars of the day and at this stage the organization seemed to go to pieces. Ultimately, an hour and a half overdue, and hurried on by irate horn blowing from spectators' cars, the flag went down and Moss was in the lead for the fifth time (two heats and three races) chased by W. J. Whitehouse in Ken Carter's car, his own being out of sorts, Alf Bottoms, John Cooper, Alan Brown, Eric Brandon, Burgoyne, and three others.

Moss was once more all conquering and after leading all the way through the 20 laps crossed the line a comfortable first. Burgoyne, who had to fight off Alan Brown throughout, took second place with John Cooper in fourth, after Brown. A good programme on a circuit ideal for competitors and spectators alike.

PROVISIONAL RESULTS

All Races for Cars up to 500 c.c.
Length of lap: 1 mile.

Open Challenge Race.—15 laps: 1, Cooper-J.A.P. (S. Moss), 14m 4s, 65.96 m.p.h.; 2, Cooper-Norton (W. J. Whitehouse); 3, Cooper-J.A.P. (J. Cooper).
Production Car Race.—15 laps: 1, Cooper-J.A.P. (S. Moss), 14m 2s, 65.66 m.p.h.; 2, Cooper-J.A.P. (J. Cooper); 3, Cooper-J.A.P. (A. Brown).
Non-Production Car Race.—15 laps: 1, J.B.S.-Norton (A. J. Bottoms), 14m 15.4s, 63.14 m.p.h.; 2, Parker Spl.-J.A.P. (D. Parker); 3, Bardon-Turner-J.A.P. (D. F. Truman).
Race for Fastest Cars.—20 laps: 1, Cooper-J.A.P. (S. Moss), 18m 44.2s, 64 m.p.h.; 2, Cooper-J.A.P. (J. W. Burgoyne); 3, Cooper-J.A.P. (A. Brown).
Fastest lap of the day.—Record: 54.6 sec, 65.95 m.p.h., Cooper-J.A.P. (S. Moss).

AGED, BUT NOT UNWANTED

VINTAGE SILVERSTONE MEETING

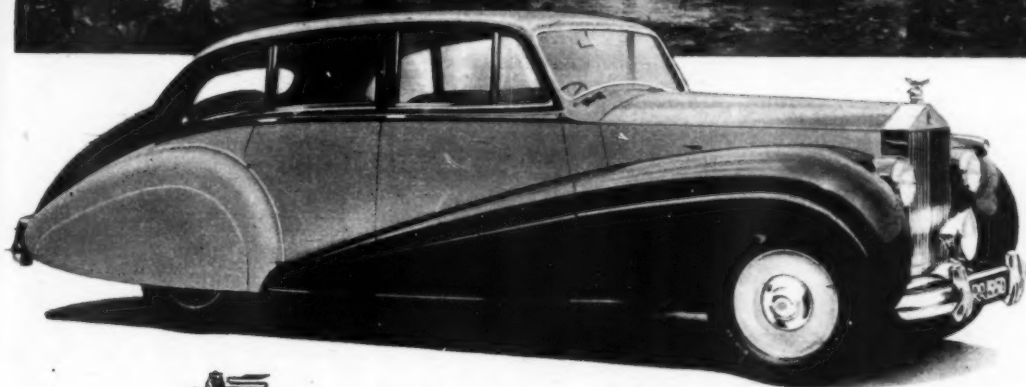
THE Vintage Sports Car Club's Silverstone race meeting on Saturday brought together a collection of ancient and modern racing and touring cars which made a brilliant cavalcade of motoring history, and mercifully the threatened rain held off, so that the labour which had gone into polishing and cleaning brass, copper and nickel plate was not wasted.



The main event of the day was the 100 km race over 27 laps of the Club circuit, for the Seaman Trophy, the award which Dick Seaman took for his third place in the Donington Grand Prix before the war, which was recently presented to the Club by George Monkhouse. The event was open to vintage and historic racing cars, and over-exertion in earlier events had told upon some of the vehicles, so that the field was reduced to ten, but it proved to be one of the most exciting races one could wish to see. Dutt took the lead at once with his 1939 2.6-litre supercharged Maserati and held it for six laps until passed by George Hartwell, driving the 1934 Tecnauto E.R.A. Pressing them hard in third place was Mould, with the 1927 14-litre G.P. Delage, and in fourth place Webb was holding resolutely in the supercharged M.G. On the sixth

J. C. Byrom (Bugatti) pursued by Rowley's G.P. Delage.

★ This famous landscape, "The Haywain," by Constable is unsurpassed in its interpretation of the rural scene. It hangs in the National Gallery and is reproduced here by permission of the Trustees.



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AGED, BUT NOT UNWANTED continued

lap Hartwell began to lap the field, beginning with Pitts' 4½-litre Bentley, and for a time was several seconds ahead of the Maserati. The Delage lost several laps on a pit stop and at 20 laps there were only five cars still running, but the race had lost nothing in excitement, for Dutt was leaving the braking as late as possible on every corner, and resolutely overhauling the E.R.A. On the last lap, as they came out of Stowe corner, there was only half a second between the cars, and the Maserati was going all out in a sprint to beat the E.R.A. to the finishing line. It failed only by a few yards.

The first race of the day, a scratch race for non-vintage sports cars, brought together a collection of Healeys, H.R.G.s and Rileys, plus some Frazer-Nash-B.M.W.s. Oscar Moore's O.B.M., now with two-seater bodywork, beat Peacock's lightened 328, but Peacock scored a fine win in the last race of the day at a speed higher than the O.B.M. over a longer distance.

R. W. Hogg, after winning the second scratch race, was inclined to give up, as the car was not running very well, but had received fairly generous treatment from the handicappers, who may not have known that his was the ex-Butterworth 4½-litre Bentley, and he had little difficulty in taking second place in the four-lap handicap for Vintage cars, being beaten only by D. Parker, who had also been fairly generously treated in view of the known speed of his 1926 Frazer-Nash with Dubonnet front suspension. V. J. Hern took two places with his quick 1926

supercharged Amilcar 1100, as did Pratt with his 1927 Bugatti.

There was a glittering turn-out for the four-lap handicap for Edwardian cars, including the Silver Ghost Rolls-Royce driven by Bolster and Skinner, and a fine 1909 Napier landaulet driven by R. Barker. Oldest car was Dr. Ewen's 12-litre Itala, and Sir Francis Samuelson was running the mauve 3.3-litre Sunbeam, but none of them was able to cope with the speed and dashing style of Hutton Stott in a 1913 Lanchester tourer. It was all rather like a Gordon Crosby painting come to life.

The same might be said of the G.P. Hala Trophy event, in which Rowley did a lap on the 1927 G.P. Delage at 79 m.p.h., and Clutton got the great 10½-litre Delage round at 74.

PROVISIONAL RESULTS

1 lap= 2.378 miles.

3-lap Scratch Race.—Non-Vintage Sports Cars: 1, 1938 O.B.M. 1971 c.c. (Oscar Moore), 69.83 m.p.h.; 2, 1939 538 Frazer-Nash-B.M.W. 1,971 c.c. (R. F. Peacock); 3, 1935 Riley Sprite 1,496 c.c. (Mrs. N. Bines).

3-lap Scratch Race.—Vintage Sports Cars: 1, 1929 Bentley 4,396 c.c. (R. W. Hogg), 65.56 m.p.h.; 2, 1930 Bentley 6,500 c.c. (W. H. Stout); 3, 1930 Frazer-Nash 1,900 c.c. (J. M. Burn).

4-lap Handicap.—Vintage Cars: 1, 1930 Austin 747 c.c. (L. H. Hayward), 62.75 m.p.h.; 2, 1925 Bentley 2,996 c.c. (J. A. Williamson); 3, 1928 Vauxhall 50/90 4,234 c.c. (P. F. H. Towle); 4, 1927 Bugatti 1,496 c.c. (L. H. Pratt).

4-lap Handicap.—Historic, Vintage and Non-Vintage Racing Cars: 1, 1932 Austin 747 c.c. (L. L. West), 51.65 m.p.h.; 2, 1932 Alvis 2,911 c.c. (P. Warne); 3, 1931 Bugatti 2,300 c.c. (J. Willment); 4, 1930 Riley 1,097 (L. Gibbs).

1930 G.P. Itala Trophy. 3-lap Scratch Race for Vintage Racing Cars: 1, 1927 Delage 1,434 c.c. (J. W. Bowley), 76.24 m.p.h.; 2, 1930 Bugatti 2,300 c.c. (J. G. Brown); 3, 1930 Amilcar 1,100 c.c. (V. J. Hern); 4, 1935 Delage 10,600 c.c. (C. Clutton).



D. Parker (Frazer-Nash) at speed in the sixth event.

4-lap Handicap.—Vintage Cars: 1, 1926 Frazer-Nash 1,496 c.c. (J. Parker), 58.94 m.p.h.; 2, 1926 Bentley 4,396 c.c. (R. W. Hogg); 3, 1927 Bugatti 1,935 c.c. (O. J. M. Birrell); 4, 1938 Lagonda 3,954 c.c. (G. T. Walker).

Seaman Trophy 100 Kilometres (17 laps).—Vintage and Historic Racing Cars: 1, 1934 E.R.A. 1,439 (G. Hartwell), 77.12 m.p.h.; 2, 1933 Maserati 2,440 c.c. (R. Dutt); 3, 1935 M.G. 1,067 c.c. (J. H. Webb); 4, 1930 Bentley 4,396 c.c. (A. O. Pitts).

4-lap Handicap.—Edwardian Cars: 1, 1913 Lanchester 4,351 c.c. (F. Hutton-Scott), 47.77 m.p.h.; 2, 1911 Rolls-Royce 7,411 c.c. (J. V. Bolster); 3, 1914 Darracq 3,000 c.c. (O. D. Perkins); 4, 1908 Napier 4,000 c.c. (R. Barker).

4-lap Handicap.—Vintage and Non-Vintage: 1, 1924 Vauxhall 4,500 c.c. (P. J. E. Bines), 62.60 m.p.h.; 2, 1928 Alvis 2,911 c.c. (P. Waring); 3, 1935 M.G. 747 c.c. (G. E. Lant); 4, 1935 Riley Sprite 1,496 c.c. (Mrs. N. Bines).

One-lap Handicap.—Vintage Cars: 1, 1933 Bentley 2,996 c.c. (J. A. Williamson), 50.56 m.p.h.; 2, 1927 Alvis 1,496 c.c. (P. M. A. Hull); 3, 1927 Bugatti 1,496 c.c. (J. H. Pratt); 4, 1936 Amilcar 1,100 c.c. (V. J. Hern).

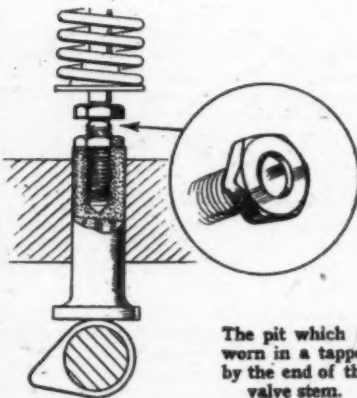
4-lap Handicap.—Non-Vintage: 1, 1939 538 Frazer-Nash-B.M.W. 1,971 c.c. (R. F. Peacock), 62.60 m.p.h.; 2, 1930 Buckler 1,472 c.c. (M. C. Parrott); 3, 1933 M.G. 747 c.c. (G. E. Lant); 4, 1935 Ralston 4,225 c.c. (A. S. Raven).

TAPPET WEAR: HOW IT IS CAUSED, AND HOW REMEDIED

THE term "tappet wear" refers to the deep crater formed on the head of tappet adjustment screws by contact with the valve stem, and cars from the early 'thirties onwards seem more prone to this type of wear than earlier models.

On one 1935 model, where excessive tappet wear took place after relatively low mileage, the trouble was attributed to lack of ventilation of the valve chest, resulting in moisture collecting there and its presence preventing oil mist from the crankcase from providing lubrication by forming an oil film between the tappet head and the end of the valve stem. Presence of the moisture promotes sludge formation, which, together with the fact that rust is likely to take place on the contacting faces while the engine is stationary, were considered to be the cause of the high rate of wear. Subsequently a breather pipe was fitted to all succeeding models. This did not, however, remedy the trouble.

The writer's opinion—on which he is open to correction—is that the cause is not a physical but a mechanical problem, and a result of the combination of harmonic cams with flat tappets and a small-diameter valve stem. In the sketch is depicted a cam with a flat-base tappet of the type in common use on most side-valve engines today; the tappets are usually offset about one-sixteenth of an inch, so that every time the cam presses against the tappet—in addition to vertical movement—it causes it partially to rotate, so that by being gradually rotated a larger portion of the



The pit which is worn in a tappet by the end of the valve stem.

base of the tappet is at different times presented to the cam, thus evening up the wear and preventing a groove being worn.

Rotation of the tappet takes place only while the cam is causing vertical movement, and, as the valve stem end is pressed hard against the tappet screw by the valve spring, this twisting movement results in wear owing to the friction. With a small-diameter valve stem the wear will be greater, as the pressure is concentrated over a smaller area.

This twisting movement of each tappet can be observed while the engine is turned slowly by hand with the valve

cover removed. It is possible that the amount of rotation may further be increased in cases where the endways location of the camshaft is by a spring, or spring-loaded plunger, in the timing case cover, owing to longitudinal movement of the camshaft at certain critical speeds. Such movements could be checked by means of a stroboscope.

The best method of dealing with wear of tappet screws is to examine them at the time of decarbonizing and replace them, if appreciably worn, by new ones. In cases where new tappet screws are unobtainable, the old ones can be ground flat on the heads until the craters are removed and then rehardened by use of one of the proprietary brands of case hardening powders. After grinding, the head of the screw is held with a pair of pliers by the threaded portion, with the head in a blow-lamp flame or any suitable source of heat, until it becomes a bright red. Then push it well into the powder so that the head is covered. After a minute, remove, reheat, then remove from the flame and plunge immediately into water. Check the hardness with a file and, if satisfactory, polish the head with emery cloth; if not, repeat the treatment.

While the crater can be removed by holding the tappet screw head against the side of a grindstone, it is far better for it to be machine-ground, as by hand-grinding the surface may not be quite flat, with the result that the valve stem may make contact only on a very small area, in which case the wear rate will be increased.

V. A. F.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Mimsy Dollar-grubs, Please Note

QUOTE number one, from *The Autocar* leading article of June 16:—

"Sixty thousand tons (of benzole)—about 18,000,000 gallons—are to be exported to American chemical companies in return for magic dollars."

Quote number two, from "American Notes" in *The Economist* of June 17:—

"If the shortage of benzole can be overcome, production from these ten (synthetic rubber) plants is likely before long to be at an annual rate of 500,000 tons, which would meet about half of American requirements for rubber."

Footnote: Natural rubber from Malaya is one of the chief sources of dollar income for the sterling area.

Passed to you, gentlemen in Whitehall.

Speedometers

MILEAGE jumping seems more prevalent than I thought, and I have been moved to investigation. In the typical magnetic speedometer the operation of trip and total mileage recorder is as follows:

At the instrument head end of the drive is a worm wheel driving a fibre cog, the shaft of which has a long arm, pawl ended, at the other extremity. Each revolution of the fibre cog causes the arm to disengage from a ratchet wheel, move forward one tooth, re-engage and drag the ratchet round one tooth. On the shaft of this ratchet wheel the figure drums are friction-mounted, and one of the flanges on each drum is provided with a cam on the circumference for each figure. The vertical faces of these cams are engaged by tuning fork springs on the base of the instrument, causing the figure to pause in the viewing orifice for the requisite time. The flange on the other side of each drum has a single cam, also with one face vertical, but mounted in reverse to its fellows on the opposite side of the drum. At the required moment, this cam lifts the tuning fork spring for its neighbouring drum and allows that drum to be carried round by the main shaft until the spring is released, when the next figure is opposite the orifice; 9 has become 10.

How it Happens

ALL this is very ingenious, and the little instruments inspire admiration. But their study reveals how the odd faults that I mentioned happen. If the balance between the strength of the tuning fork springs and the friction in the main shaft drive is disturbed or is not perfect, almost any-

thing can happen, and your Scribe can only wonder that the recorders are normally so consistent. These instruments, it must be remembered, are quite cheap and are fitted to nearly all the normal production cars. Yet they are surprisingly intricate.

Resetting

WHILE we are on the subject we might as well agree on how the trip resetting device works (recording operation of the trip and total mileage counter is identical).

The resetter lifts the aforementioned

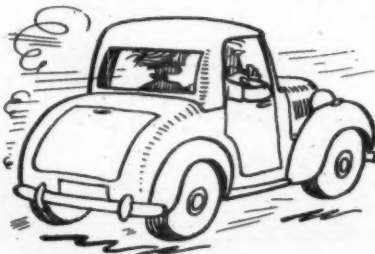


Back to 0000.

pawl-ended arm and drives the main-shaft through an extra cog splined to its end. This time the shaft is driven backwards. As 0 appears in the orifice the vertical face of the single cam on one of the drum flanges (now operating in reverse) locks against the tuning fork spring and holds the drum in position. The same thing happens all along the line, and in a matter of moments we are back to 0000. As I said before, very ingenious.

Seats and Sunshine

THE perfect hot weather car—a tourer with hood up, windscreen open, no sidescrims, and the entire back panel of the hood rolled up—is something often seen even in this country. It is well to remember to put up the hood of such cars when their leather upholstery is to be parked in the sun for a while. A recent soul-shattering experience (I don't really mean soul) will long remain in



Often seen.

the memory. Leather has its drawbacks.

I have often been struck by the virtues of the rubber-backed moquette used to upholster buses. It is hard wearing, completely waterproof, looks smart and will not put a shine on the suit. It is surprising that it is not used for open cars, as it would seem to have the advantages of both cloth and leather and the drawbacks of neither.

Plato at Silverstone

I HAVE been informed that my comments on appearance and reality (Disconnected Jottings, June 9) or on the Alfa and the straw bale showed a complete misunderstanding of what Plato meant by his famous simile of the cave. The shadows on the wall, I am told, were not intended by Plato (I think it was really Socrates, as reported by Plato the super-journalist) to be illusions, but to be the shadows of the true "types" or "ideas" existing in the ideal world. Thus race supporters can take comfort that, according to the philosopher, both the Alfa and the straw bales are more real than they seem, and that somewhere exists an ideal straw bale, timeless and unchanging.

Ha! Toro

RUNNING unexpectedly across the dense London traffic stream, a young man was baulked just in front of the Scribal car, which was still moving. He let me by, exactly as toreadors "pass" a bull,



Practising.

with both feet firmly planted, a graceful forward inclination of the stern (which my wing missed by an inch) and a balancing sweep back of his arm, bearing a mackintosh. Perhaps it was Senor Vincent Hawkins on home leave, practising *veronicas*.

If ever I find the young man in front of my parked car, trailing his arm, stamping his foot and calling out "Ha! Toro!" my suspicions will be confirmed.

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3rd Test Match, Nottingham. July 20th-25th

CLEVELAND PETROLS LATER

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

One of Britain's pleasant old towns, Woodstock, Oxfordshire, with cars parked outside the Bear Hotel and the Town Hall in the background.



CORRESPONDENCE

NIGHTMARE

Vision of a Motoring Future?

[62771.]—Though I have been a devoted reader of *The Autocar* for more than 35 years I think your ideas about motoring from the national aspect are dangerous. You seem to want unlimited, cheap petrol for unlimited numbers of cars, and unlimited roadways to be made so that they may all dash about at unlimited speeds. As an old motorist I cannot imagine anything more horrible.

Not long ago you gave space to an advocate for the suppression of some of our country lanes, so that the users of the ghastly speedways of the future might have no check to their hurtling progress. If all you have advocated or suggested came to pass there would be no peaceful places left in this land, but only a monstrous criss-cross of seething metal streams. All faces would become, as many are already, strained and tensed and cruel, and all stomachs would become, as many are already, the hosts of peptic ulcers.

If you really had the interests of motoring and of the nation at heart you would have the sense to see that the things you have put forward would mean the death of motoring and grave injury to the nation.

J. WALMSLEY

Tamworth, Staffordshire.

[We think that our correspondent overdraws the picture. With better roads and more cars a redistribution of population might be managed that would spread the traffic to areas which are at present almost deserted. In any case, it would be selfish to insist that the benefit of car ownership should be confined to the fortunate few.—ED.]

G.P. CHALLENGE

One for the 4½-litre Unblown Category

[62772.]—I would humbly suggest that a car of 4½ litres capacity based on the Jaguar XK 120 engine would, with comparatively little development, prove a strong G.P. challenge to our foreign competitors.

Thus we would have two fine racing cars, the Jaguar and the B.R.M.

Bloxwich, Staffordshire.

RONALD R. JARES

"WHEN OWLS DO CRY"

A Hunter Loses His Trophy

[62773.]—While returning to Newark by car on a recent evening I had what I feel sure was an unusual experience.

Travelling at about 50 m.p.h. I saw an owl come out of the grass verge and stand on the road about 60 yards in front of me. I felt the owl strike the radiator grille, but as there was no suitable place to pull up I reduced my speed to 30 m.p.h. While I was looking for a place to pull off the road, the owl flew

out from the radiator grille and away over the right side head lamp.

Just to see if there had been any damage, I drew off the road. Held in the grille I found a field mouse!

I think it fair to assume that the owl, although having escaped, lost its supper!

W. M. R. HENDERSON.

Newark, Nottinghamshire.

FUEL POINTS

Technical Definitions Appreciated

[62774.]—Permit me, as a "foreigner," to congratulate you on the standard of the contributed articles in your already excellent journal, particularly that of C. D. Soltz on "Fuel and the Automobile Engine" in *The Autocar* of March 17. As a pharmaceutical chemist and an enthusiastic motorist, I had for years been trying to obtain a full explanation of the determination of such phenomena as "octane rating" and "detonation," but without complete success, as most explanations are rather elementary (from a chemist's point of view). However, thanks mainly to the above-mentioned article, my search is now at an end. Here's hoping you retain such a high standard of journalistic achievement.

With all good wishes for the future well-being of *The Autocar* and all who are engaged in its compilation, and for the continuance of your unbiased Road Tests.

Gladesville, New South Wales.

CONVIATOR.

"MYSTERY INTO LUNACY"

The Fight Continues ...

[62775.]—Hearty congratulations on this leading article (June 16), which is most excellent and packs the right sort of telling punches.

Please keep it up—the long-suffering motorist (poor fish) can only be freed by sustained attacks, and *The Autocar* is the only motoring journal which takes up the cudgels on his behalf.

Datchet, Buckinghamshire.

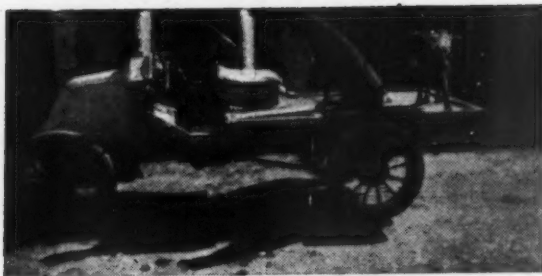
WM. R. TROUSON.

ACCIDENTS

Fence-sitting in the Matter of Penalties

[62776.]—Mr. H. J. Stern [62725] has replied so effectively to your astonishing leading article, "Intolerance Again" (May 19), that there is no more to be said about your unwarranted attack on Professor Goodhart and this Association, whose motto is "Safe Roads for All."

I would, however, like to stress the final paragraph of Mr. Stern's letter, in which he points out that a motorist is sometimes a pedestrian, and that even when driving may be the innocent victim of careless or callous conduct. It is a matter of surprise that the motoring organizations have not taken



Still working—a 1906 Renault (see letter 62779).

CORRESPONDENCE continued

more energetic steps to protect their law-abiding members against reckless and criminally negligent drivers.

Your footnote still leaves unclear exactly where you stand. You derided what you called the "molly-coddling" of "young criminals" and yet you ask plaintively, "Is the erring motorist alone outside the cosy circle of modern nostrums and psychoses?"

T. C. FOLEY,
London, W.C.1. Secretary, The Pedestrians' Association.

[Mr. Foley is justified in calling attention to our fence-sitting, which was deliberate. We do not feel competent to judge penalties for criminal offences, but were merely concerned to point out the inconsistent attitude of the experts. As regards penalties for dangerous driving, our attitude was clarified in the leading article published on June 16.—ED.]

CHILDREN AND SAFETY

Device Wanted for Back Doors

[62777].—Reading the Scribe's references to motoring "three-in-the-front" in the June 16 issue, I think the answer is that the child is safer there, when you have a four-door body.

We are always glad that our pre-war Standard has only two doors, when the children are romping in the back seat, because the possibility of grabbing a door-handle by mistake is always present when children are about. Which brings me to the real point—has anyone produced a device by which the back doors can be secured against such eventualities?

Harrow, Middlesex. R. HARDAKER

[A cable stretched tight from door handle to door handle (inside) will prevent either door from being opened.—ED.]

RACE DEFINITIONS

Clarification Needed as to Types

[62778].—It seems high time that an agreement was reached by the F.I.A. on the number of cars that must have been built to justify the acceptance of a *marque* under the description "production (or series) sports (or touring) car."

There is a distinct possibility of sales of sports and specialist cars being adversely affected. It is not unknown for a purchaser of a sports car to make at least an initial decision of purchase on some particular event for which he is very anxious to enter—we have had two actual cases recently in respect of the Alpine Rally, where we were unable to say that 30 cars of the model in question had been built and delivered. This was our cabriolet model, which was introduced for the first time at Earls Court. We find we are being asked now by actual and prospective owners, "Is my car eligible for the T.T.?"

Again, neither owners nor manufacturers can enter for certain events demanding considerable numbers—this puts a brake on development and experience on both sides, and on first-hand testing of cars in the conditions in which an enthusiastic manufacturer seeks to prove his products. It also makes it extremely difficult for the manufacturer or owner to plan his competition programme.

This attitude on the part of certain clubs is surely also to their own detriment in not obtaining a first-class and varied international entry, and, therefore, also to the detriment of spectators.

A further important angle is that clubs demanding an unreasonable qualifying number of cars, before acceptance of a *marque* as a production model, are guilty of what can only be considered distinct bias in favour of the larger manufacturer

or the lower-priced car. In this connection, we should like to record our personal appreciation of the decision of the R.A.C. to reduce the qualifying number for the T.T.

Numbers required vary even in the same country. In England, we have the R.A.C. regulations for the T.T. now requiring 20 cars; the B.R.D.C., for their Production Car Race at Silverstone, 10; the organizers of the recent Blandford meeting, 6. In France, we have a leading authority, the Automobile Club de l'Ouest, organizers of the classic 24-hour race (10), and in contrast, the Marseilles club, organizers of the Alpine Rally (30 cars).

Isleworth, Middlesex. W. H. ALDINGTON, A.F.N., Ltd.

FAMILY HELP

1906 Veteran Still Going Strong

[62779].—I have been a reader of your journal for a few years now, so I think it is time I told you about my old Renault.

It is a 1906 model and has been in the family since 1911, doing good work on the farm. The engine has had new main bearings, otherwise everything is original, and it is still doing at least 5 to 10 miles every day. The old body has been removed and a little truck body put on. We also have the instruction book issued with the car. Just lately we had to get two new wheels, the tyres for the old wheels being unobtainable.

ROBERT S. GORDON.

Redland Bay, Queensland.

HALT SIGNS

Safety Precautions Should Always be Taken

[62780].—The paragraph headed "Life and Death" in the issue of May 26 ("Disconnected Jottings") was of much interest to me. In my early days I used to take a serious interest in these road problems, so much so that I used to be called upon to address debating societies and so on on the general subject of "Road Dangers and Traffic Problems."

Which brings me back to The Scribe's paragraph. It seems to me that he might have gone a little further and suggested to your readers that, fundamentally, adhering strictly to certain rules when driving should be a matter of absolute routine. To the Halt sign we might add hand signalling. The point to my mind is that one should always observe the routine as such, even if one is on a lonely road at 2 a.m. without having seen a sign of a car or pedestrian for an hour or more. If only every motorist could be educated to observe signs and signals even when there is no traffic about I am sure a lot of accidents would be avoided.

A. E. MORGAN

Winchester.

STYLING

Factors that Make Individuality

[62781].—In reference to [62752], might I say that, in my opinion, British car stylists have not gone too far in their stylings with the exception of some firms?

If all stylists could evolve designs utilizing full body space, provided with good bodies aerodynamically, yet maintaining familiar characteristics of the radiator, slightly modified, a truly British car would be produced, following neither American, nor Continental, designs.

St. Albans,
Hertfordshire.

D. K. RICHARDSON (aged 15).

DIESELS

Claims for a Car Unit

[62782].—Mr. Donald H. Smith's letter [62757] contains the sweeping statement—"but for cars, there is no truly acceptable diesel either here or anywhere in the world." If Mr. Smith had been a careful reader of this valuable journal he would have seen an article "Aspects of Belerion" (May 5, 1950) by John Hewish, saying:

"This car was so efficient, nevertheless, that the sense that anything but a normal car was being handled hardly intruded on the evening; except perhaps for some unusual firmness in mounting the many hills of the region."

A statement such as this can only be significant; and whilst Mr. Smith may be correct in what he says regarding Mercedes-Benz, Citroën or Buda, we can say without hesitation that there is a diesel engine in this country which is ready and ripe for production, and which we feel sure would be truly acceptable to the motoring public. It would relieve the costly strain on the country's Exchequer and give the motorist at least double the mileage for the same expenditure on fuel.

Penzance

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The Freeman Sanders Engine Co., Ltd.

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2nd

3rd

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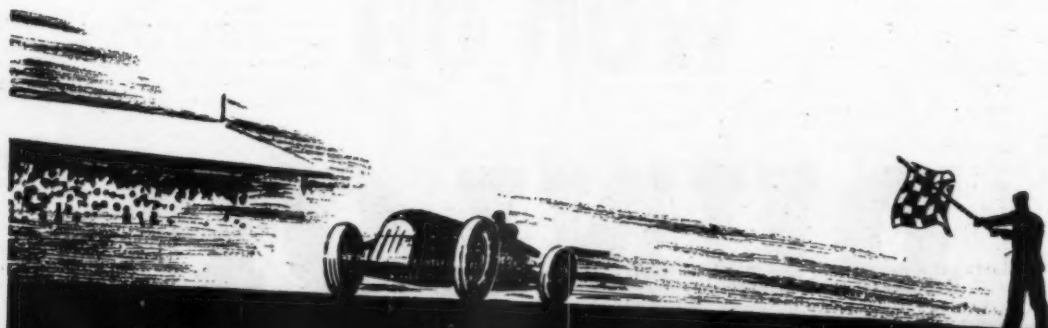
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The Autocar READERS' SERVICE

Oil Greed at Speed

I have a 1948 Citroen which gives a wonderful performance, but one thing puzzles me. I use no oil at all provided I do not exceed 50 m.p.h., but when I go faster than this I use about a pint to every 200 miles or so. Is this serious?
London, W.5. S. W. S.

THIS oil consumption need not be considered a cause for alarm as it is not unusual on many cars to use fair quantities of oil when going very fast and next to nothing at low speeds.

Additional Gear Ratios

I am considering fitting an additional gear box to my 1930 3-litre Lagonda. My idea, based entirely on guess work, is to have three, or possibly four, alternative ratios, which would give me an overall reduction and increase over the present ratios. Before taking it any further I would be grateful if you could give me some idea as to whether it is practicable, and the cost likely to be involved.
Windsor. W. R. C.

WHILST we appreciate your reasons for desiring additional gears, we regret to say that the plan you have in mind, although quite possible, would be extremely expensive. It would certainly run into three figures, possibly with a large initial digit. We would therefore suggest that, bearing in mind the age of the car concerned, it would not be worth while. A special high and low ratio box was made for the 3-litre in 1931 and it is possible that one of these might be tracked down.

Third Party Insurance

I have always insured my car comprehensively but "owner driver only" because, on the rare occasions when my son has driven it, he has been covered by his own policy for third party risks. If, however, he should damage my car is it covered by his policy on a third party claim by me, or if I drive his car and damage it, does my policy cover damage to his car, as his car would then be the property of a third party?
Salford 6. H. T.

THIRD party cover is essential by law and means that any damage caused to a third party by contact with the car so insured will be covered by the policy. If someone else is driving that car and it knocks down Mr. Everyman, then Mr. Everyman, not the driver of the car, is the third party.

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

We cannot too strongly advise that on any matter relating to insurance—and particularly in your case, the question of your son driving your car which is covered by the "owner driver only" policy—the insurance company concerned should be personally consulted and the whole matter thrashed out. There are many other different clauses which may be introduced into a policy, and ignorance over any one might lead to the car not being legally covered at some time, whereupon it would lead to the automatic disqualification from driving for one year of the car owner and driver.

Halving the Power

I have a 30 h.p. Ford and intend to cut out four cylinders, thus bringing it down to 15 h.p. Could you tell me if I would be able to reclassify the car under the 15 h.p. rate for taxation purposes?
Dunfermline, Fife. A. J. K.

WHEN the conversion is complete you will be entitled to reclassify the car as you suggest.

Polishing the Head

Would you please explain to a mere beginner in matters motoring, what is meant by "polishing the head" of an engine? What advantage does this process give?
P. B. M.

New South Wales.

POLISHING the head means that in addition to cleaning out the combustion chambers and inlet and exhaust ports during decarbonization all these parts are highly polished. This is of benefit to high performance engines inasmuch as the ease of entry and exit for the mixture and burnt gases respectively is increased, and this naturally tends to higher efficiency. It also aids cooling. With a relatively low efficiency touring engine the work involved would not be worth the benefit received.

Fire Engines

Looking out from my office window, I saw the driver of a fire engine steering his vehicle on the right-hand side of the centre pedestrian island of the road. On expressing surprise to an office colleague, I was told that there is no law against such driving, but that if there were an accident the driver would be "for it." May I have your comments?
E. N. W.

Letchworth, Hertfordshire.

WHILST there are certain concessions made to vehicles engaged in saving life, extinguishing fire, or meeting other similar emergencies, the general rules of the road do not exempt any particular class of road user. As a general

rule, and naturally enough, no action would be taken against a fire engine on an outward-bound duty journey unless an accident were caused. In the latter circumstance, the fact that the vehicle was a fire engine would not exempt the driver or owners from their responsibilities towards other parties involved.

Stationary Running-in

In your opinion is it possible to run in an engine by allowing it to idle for a sufficient length of time, the engine temperature being kept normal?

Derry, N. Ireland.

J. Q.

IT is certainly possible to run in an engine without the car being in motion, the purpose of running in being to bed down the moving parts of the engine. It would be harmful, however, to let the engine idle during this period because under these conditions oil might not be pumped round at the necessary pressure to ensure that it reached all the rubbing surfaces. Engine revs should be about the equivalent of a road speed in top gear of 30 m.p.h., and a sharp lookout should be kept for overheating, which can occur with any car engine running stationary at a fair speed particularly when the working parts are a tight fit. A water hose in the radiator and a drain tap open should prevent overheating.

Horns and Parking

After a night drive recently I was much upset to be told by a passenger that I had broken two motoring laws. One allegation was that I sounded the horn in a town at about ten minutes to twelve. Surely there is nothing wrong with this (the corner was dangerous)?

The other was that I pulled up and left my car, with proper side lamps on, on the wrong side of the road. I believe that there was a law stating which side one should park in the black-out, but I thought this had been rescinded.
K. M.

Aberdeen.

YOUR friend was right, if a trifle discourteous. It is forbidden to sound the horn in a built-up area between the hours of 11.30 p.m. and 7 a.m. In addition, it is forbidden to sound a horn while the vehicle is stationary, except when necessary on safety grounds. And thirdly, it is forbidden to permit the horn to be sounded while the vehicle is stationary (as by children left in a car). Flicking the head lights up and down is the most effective night warning.

It is an offence to park on the off side of the road (the right-hand side to the driver at the wheel) during lighting-up hours. This is in order to avoid confusion as to which side of the parked vehicle the road runs. This rule may sound finicky, but becomes extremely apposite in conditions of bad visibility, particularly during fog.



Denis Poore, who made second f.t.d. at Bo'ness, takes his 3,800 c.c. Alfa Romeo through the snake bend. Right : Clipping the grass on the same bend—Ken Wharton with the Cooper 1,000 which made f.t.d.

BO'NESS HILL-CLIMB

KEN WHARTON (996 COOPER) MAKES F.T.D. : DENIS POORE (3,800 ALFA ROMEO) "ETERNAL SECOND"

VERY briefly, the title tells the story of the Scottish Sporting Car Club's national and British hill-climb championship meeting which took place on Saturday last over the half-mile winding gradient of the Hamilton Drive of Kinneil municipal estate, Bo'ness.

Wharton, making his debut in Scotland, made a really determined attempt on Poore's record of 33.9 sec, but a wet track and a misty rain, allied to his unfamiliarity with the notorious Paddock Bend and the Snake, permitted him a run no faster than 38.41 sec, which, however, was sufficiently fleet to register f.t.d.

The Alfa Romeo exponent, although displaying all his usual masterly touches, suffered from excessive wheelspin most of the way, and his time of 38.49 sec, exceptional under the circumstances, was not quite good enough.

Actually it was an uneventful meeting, but despite a somewhat unwieldy all-time record entry of 92 it was run through in grand style, thanks to the controlling influence of A. C. Smith and the excellent paddock arrangements supervised by R. Fyfe Smith. Its results mean, too, that meanwhile Sydney Allard, Raymond Mays and Ken Wharton are tying for principal honours in the British hill-climb championship. As they and all the other entrants in the R.A.C. competition meet tomorrow in the R.S.A.C.'s Rest and Be Thankful hill-climb, not unnaturally excitement is at fever pitch north of the Border.

It was in the 1,500-2,000 c.c. unblown class that the tempo became really interesting. Reid's B.M.W.-engined Omega made a silent, unobtrusive climb in 43.80 sec and so complete was the absence of fuss that many spectators failed to appreciate the brilliance of its handling. In contrast, Lamb's (F.N.-B.M.W.) boot-down-all-the-way effort paid no dividends. Impressive indeed

was the performance of the four Silverstone Healeys in Class 5b, Dr. Waugh's climb in 45.70 sec, completed in heavy rain, being a beautifully controlled effort. John Brown clouted the Snake banking a mighty wallop, buckled a front wing but never lifted his foot. Star of the unsupercharged brigade was, of course, Guy Warburton (Allard), who has never driven better at Kinneil, while Freddy Mort, similarly mounted, for once got really cracking to register 43.47 sec.

With the racing machinery came the thrills. Comish Hunter (497 Cooper) ran into a series of slides below the Snake, each one threatening to land him among the chicanes, but superlative piloting won the day.

Wharton was tremendous. He left the starting line faster than any, went somewhat wide at the Paddock but entered

the Courtyard at a speed that was only equalled by Poore. How he negotiated the Snake at the speed he was doing will for ever remain a mystery! He will always receive a warm reception from the Kinneil enthusiasts.

Provisional Results	sec
1. Cooper 996 (K. Wharton)	38.41
2. Alfa Romeo 3,800 (D. Poore)	38.49
3. Cooper 749 (P. J. Collins)	40.13
4. E.R.A. 1,488 (D. Murray)	41.15
5. Allard 4,575 (G. Warburton)	41.40
6. Cooper 996 (B. T. Haddock)	42.09
7. Chassels 3,917 (M. R. Chassels)	42.11
8. Buckler 1,090 (C. D. F. Buckler)	42.53
9. Cooper 497 (C. R. Hunter)	42.58
Fastest Lady Driver: Mrs. Mabel Chassels (3,917 Chassels).	

Class Winners	sec
Racing Cars up to 500 c.c.: Cooper 497 (C. R. Hunter), 42.58 sec.	
500-750 c.c.: Cooper 749 (P. J. Collins), 40.13.	
750-1,100 c.c.: Cooper 996 (K. Wharton), 38.41.	
1,100-1,500 c.c.: E.R.A. 1,488 (D. Murray), 41.15.	
1,500-2,000 c.c.: E.R.A. 1,990 (J. S. Fry), 43.15.	
2,000-3,000 c.c.: The Bee 2,230 (G. S. Hendry), 47.88.	
Over 3,000 c.c.: Alfa Romeo 3,800 (R. D. Poore), 38.49.	
Sports cars u/s 750-1,100 c.c.: Riley 1,089 (A. M. Calder), 47.50.	
1,100-1,500 c.c.: H.R.G. 1,496 (T. B. D. Christie), 44.80.	
1,500-2,000 c.c.: Omega 1,911 (A. Reid), 43.80.	
2,000-3,000 c.c.: Healey 2,443 (J. G. Waugh), 45.70.	
Over 3,000 c.c.: Allard 4,575 (G. Warburton), 41.40.	
Sports Cars u/s 750-1,100 c.c.: Buckler 1,090 (C. D. F. Buckler), 42.53.	
1,100-1,500 c.c.: Axial 1,352 (P. S. Hughes), 45.33.	
Over 3,000 c.c.: Chassels 3,917 (M. R. Chassels), 42.11.	
Vintage: Bentley 4,398 (M. R. Chassels), 49.22.	

COMING SHORTLY

JUNE 30—JULY 1.—B.A.R.C. Eastbourne rally, with midnight concours d'élégance and ball on Friday, June 30, at the Winter Garden and Dance Hall, Eastbourne; and rally on Saturday, July 1, starting approximately six miles from Polgate (on London-Eastbourne road), at 9.30 a.m. Driving tests in afternoon on the seafont.

JUNE 30—JULY 4.—Veteran C.C. Veteran car rally to Le Touquet.

JULY 1.—Leicestershire C.C. Bat-Bo main road night trial, starting Batchelor Bowles garage, London Road, Leicester, 11 p.m.

1.—Wirral Hundred M.C. Sprint meeting, Rhymwyn, near Mold, North Wales, 2 p.m.

1.—Bentley D.C. Kensington Gardens rally, with concours d'élégance at the Albert Memorial, starting 2 p.m.

1.—Midlands M.E.C. Silverstone Meeting, 1 p.m.

2.—West of England M.C. Centre board meeting, Great Western Hotel, St. Davids, Exeter, 2.30 p.m.

2.—Darlington and D. M.C. Peat sporting trial, Caterick Bridge.

2.—Grand Prix of France, and Course des Petites Cylindrées, Rheims, France.

2.—Sierre-Montana-Crans hill-climb, Switzerland.

2.—Bentley D.C. Meeting with the Metropolitan Police School of Driving, Hendon, starting 11 a.m.

8.—Leinster Trophy Race, Ireland.

8.—Middlesbrough and D.M.C. Race meeting

Coatham sands, 2.30 p.m.

8.—500 Club. Race meeting, Silverstone.

8.—Bristol M.C. and L.C.C. Race meeting,

Castle Coombe aerodrome.

8-9.—Brighton and Hove M.C. Rally at the

Pylons (on main London-Brighton road)

11 a.m., with driving tests on seafont at

3 p.m. on Saturday, July 3; concours

d'élégance at 2.30 p.m. on Sunday, July 9.

9.—Mont Ventoux hill-climb, France.

9.—Dax rally, France.

9.—Bari Grand Prix, Italy.

9.—Vintage S.C.C. Rally and speed trial,

Madresfield.

9.—Coventry and Warwickshire M.C. Trial,

starting Duke William Hotel, Bewdley,

11 a.m.

9.—Peterborough M.C. Driving test and sprint

meeting, Conington Airfield (four miles

south of Stilton), starting after lunch.

12-21.—Alpine rally, France.

13.—B.A.R.C. International road race,

Jersey.

LE MANS 24 HOUR RACE

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| 1949 AUSTIN A.70 Hampshire Saloon, Black, Beige leather, 8,000 miles. | 1948 M.G. 1½-litre Saloon, Green, Beige leather, 4,000 miles. |
| 1949 AUSTIN 16 h.p. Saloon, Green, Brown leather, 1,000 miles. | 1949 RILEY 2½-litre Saloon, Black, Fawn leather, 7,000 miles. |
| 1949 FORD Prefect 10 h.p. Saloon, Black, Fawn cloth, under 1,000 miles. | 1949 RILEY 1½-litre Saloon, Black, Brown leather, 7,000 miles. |
| 1949 FORD Pilot Saloon, Black, Brown leather, 3,000 miles. | '948 ROVER '75' Saloon, Black, Red leather 7,000 miles. |
| 1949 HILLMAN Minx 10 h.p. Saloon, Pastel Green, Brown leather, 8,000 miles. | 1948 ROVER '60' Sports Saloon, Fawn, Grey leather, 4,000 miles. |
| 1949 HILLMAN Minx 10 h.p. Saloon, Black, Brown leather, 7,000 miles. | 1949 STANDARD Vanguard Saloon, Champagne, Brown cloth, 3,000 miles. |
| 1949 HUMBER Hawk 14 h.p. Saloon, Almond Green, Brown leather, 2,000 miles. | 1949 SUNBEAM-TALBOT '80' Saloon, Satin Bronze, Red leather, 6,000 miles. |
| 1949 HUMBER Super Snipe 27 h.p. Saloon, Steel Grey, Grey leather, 5,000 miles. | 1949 SUNBEAM-TALBOT '90' Saloon, Silver Green, Buff leather, 2,000 miles. |
| 1949 HUMBER Pullman 27 h.p. Limousine, Black, leather and cloth, 6,000 miles. | 1949 TRIUMPH '2000' R.E. Saloon, Granite Grey, Grey leather, 7,000 miles. |
| 1949 JAGUAR 1½-litre Saloon, Gunmetal Grey, Red leather, 9,000 miles. | 1949 TRIUMPH '1800' R.E. Saloon, Black, Beige leather, 4,000 miles. |
| 1949 JAGUAR 3½-litre Mark V Saloon, Birch Grey, Grey leather, 3,000 miles. | 1949 WOLSELEY 4/50 Saloon, Maroon, Beige leather, 7,000 miles. |

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J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

LE MANS: REST AND BE THANKFUL

LE MANS was a terrific race, and all credit must certainly go to the Talbots, especially that of Rosier, who deserves a special bouquet. He is one of the veterans of French motor racing; he has recently taken third place in two major Grand Prix races with a comparatively slow car, and now he has won at Le Mans, driving nearly all the way himself, while his pit organization and control knew exactly what they were doing; this must certainly be his lucky year. Of the British cars which did so well, the Aston Martins, in particular, put up a fine performance in the best tradition of the *marque*. It was good to see a properly organized British team competing seriously and achieving results, and again the organization was excellent. The XK 120 Jaguars were most impressive by their speed and silence, and were, of course, more nearly everyday cars than any other of the really fast brigade—you could, for instance, comfortably have gone shopping in them, which is more than could be said for some. Johnson's car, in particular, went magnificently until put out by clutch lining failure very near the end—the cruellest of bad luck. The Jupiter also acquitted itself honourably in its first race, while Phillips' M.G., excellently and consistently driven, put up a wonderful show for an amateur entry, with the limited budget which this necessarily entails.

M.M.E.C. Silverstone members' meeting, which includes many interesting entries, both of racing and sports cars. Then, on Sunday, comes the Grand Prix de France, at Rheims, which is preceded both by the Coupé des Petites Cylindrées (for Formula 2 cars), and a 500 c.c. Formula 3 event.

EVERY competitor now left in the running for the British hill-climb championship has entered in the Rest and Be Thankful speed hill-climb, which seems now irrevocably doomed to the title of "Rest." Sydney Allard, the present champion, will pilot his sprint car, while Raymond Mays, the ex-champion and record-holder, will drive his E.R.A. R.D. Poore will be there also, with his big Alfa-Romeo; Spike Rhiando will drive the Trimax, and Ken Wharton will be at the wheel of his Cooper. With the alterations that have been made to the road, the course having been shortened from 1,800 to 1,400 yards, the hill has been made a little more difficult, and competitors will be pleased to hear that the "bump" which discomfited many of those competing last year has been almost completely eliminated. The course is visible to spectators from start to finish. First climb will be made at 2 p.m.

CORRECTION to the report of the Maidstone and Mid-Kent Club's Silverstone meeting, which took place on June 10; the Frazer-Nash-B.M.W., which was involved in an accident on the last lap of the last race, was driven by Flt. Lt. J. R. Stoop, and not by J. H. Craig, as stated. J. A. C.

CLUB NEWS

Peterborough M.C.—The club has obtained the use of Conington Airfield for a combined rally, driving tests and sprint, to be held on July 9. The day will start with a road section of about 25 miles, with four starting points, all routes converging upon the airfield. Driving tests will follow a luncheon break, with a 440-yard, standing start sprint down the main runway to complete the day's sport. Classes will cater for saloon, sports and super-sports cars, with the usual capacity divisions. Invited clubs include the Nottingham S.C.C., Leicestershire, Sunbac, Midland, and North Midland. Conington is an ex-R.A.F. aerodrome lying about four miles south of Siltton, near the Great North Road.

Lancashire A.C.—Best performance of the day in the Morecambe Rally, held on June 10, was put up by D. G. Flather, driving his Keystone Special. Class winners were: **Open cars up to 1,500 c.c.**: H.R.G. (P. Reece). **Closed**: Jowett (E. F. Ellison). **Open, over 1,500 c.c.**: Healey (E. Ainsworth). **Closed**: Standard (J. C. Wallwork). **Specials over 1,500 c.c. and supercharged cars**: Clegg Specials (J. Clegg).

Ladies' prize: Ford Special (Miss B. Kemble). **Lancashire Cup** (best performance by standard production car): Jaguar (E. I. Appleyard). **Vintage**: Delage (C. Batte). **Team**: H.R.G. (A. D. Bateman), M.G. (M. S. Wilson), M. G. (H. C. Mason).

Sheffield and Hallamshire M.C.—Six clubs sent teams to compete in the test team trial, held on Sunday, June 18. There were six tests, which demanded very skilful driving, and heavy showers of rain made things even more difficult. The White Rose team, from the Yorkshire S.C.C., won the event from the Red Rose team, a Lancashire and Cheshire C.C. entry.

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1949 MORRIS Oxford Saloon, 1,600 miles ...	£1,025
1948 MORRIS "10" Saloon, 3,700 miles.....	£795
1949 MORRIS Oxford Saloon, 8,000 miles. Radio and heater	£995
1949 MORRIS Oxford Saloon, 6,000 miles ...	£995
1947 PONTIAC 4-door Saloon, 14,900 miles. R.H.D. Radio and heater	£1,850
1948 RILEY 1½-litre Saloon, 11,000 miles ...	£1,145
1934 ROLLS Barker Limousine, 75,000 miles	£1,095
1949 SINGER "10" Saloon, 3,000 miles.....	£745
1949 VAUXHALL "Wyvern" Saloon, 3,000 miles	£895

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1937 4.3 **ALVIS** Charlesworth Saloon, engine overhauled and not yet run in, 100 m.p.h..... **\$575**

1948 **SUNBEAM** TALBOT 10, 16,000 miles, fitted radio, as new..... **\$575**

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CLUB NEWS

continued

Dublin University M.C.—Most successful of the drivers in the hill-climb run at Mount Venus, Killakee, on Saturday, June 3, was R. J. Gallagher. Driving a 497 c.c. home-assembled car—called the "Leprechaun-J.A.P."—he won the unlimited capacity handicap with a start of three seconds from A. P. McArthur's Trifor of 3,917 c.c., and also put the three scratch events to his credit. Other winners were L. D. G. Collon, with an M.G., and A. P. McArthur, who won the 1,250 c.c. and over 1,250 c.c. classes, respectively.

Royal Scottish A.C.—It is a pity that the race meeting scheduled to be run at Easthaven, near Arbroath, on July 15, has had to be cancelled. The R.S.A.C. and the Scottish S.C.C., joint organizers of the event, had made ambitious plans involving a financial outlay on a scale that could be justified only if the course were to be made available for some years, which unfortunately could not be arranged. Easthaven had much to commend it—notably that the 2½-mile circuit could be seen by spectators from start to finish.

Leicestershire C.C.—Few will ever cease to like lifting a thing from the mundane by undertaking it at an original time. Eggs and bacon, for instance, become almost exciting at two in the morning; even wedding might attain interest-value at, say, 4 a.m., and the same significance attaches to motoring, and competition motoring in particular. Organizers, of course, favour almost anything that may render

a trial more difficult to those competing, but there is an entirely different, sharper flavour to a trial run at night, which explains, perhaps, the recent galaxy of such nocturnal outings. Latest of these is a closed main road night trial for the Bat-Bo trophy, to start at 11 p.m. tomorrow from London Road, Leicester, finishing at Rhyl for breakfast on Sunday morning. There will be a picnic supper in the early hours of the morning, and a coffee break at 6.30 a.m.

Coventry and Warwickshire M.C.—An all-day car trial, for club members only, will be run on July 9 in the Cleve Hills district. Start will be at 11 a.m. from the Duke William Hotel, Bewdley, and the course will include several observed sections. Enquiries to L. Grew, 24, The Chesils, Coventry.

Wirral Hundred M.C.—The club will be organizing a sprint meeting for cars at Rhyl, near Mold, North Wales, on Saturday, July 1. Practising starts at 11 o'clock, the meeting proper at 2 p.m.

Southern Jowett C.C.—It is good to hear that this club, which was founded in 1923, is now to renew its activities after a break of ten years. A monthly rally has been arranged for the season, and all Jowett car owners are invited to join the club. Secretary is Mr. E. Knight, of 390, Hoe, Street, Walthamstow, London, E.17.

On Sunday, June 25, all Jowett owners are welcomed to a rally to Bookham Common, near Cobham, Surrey, at 12 noon.

IN BRIEF

A maintenance manual for the Jowett Javelin has been produced by the company's service department for technically minded Javelin owners. It is much more than an ordinary handbook, giving comprehensive instructions on major service operations. The manual is available from any Jowett agent, price 10s 6d.

The new liquid waxes for spraying on coachwork have led to the introduction by the Aerograph Co., Ltd., Lower Sydenham, London, S.E.26, of a pressure spraying plant for the larger garages where a volume of waxing is done. Consisting of a wall-mounted pressure regulator and a gun somewhat similar in principle to a normal spray gun, the equipment is made to high standards for accurate control of waxing, wasting neither the man's time nor materials, and should give long service. The trade price is £14 12s.

* Lower Sydenham, London, S.E.26.

The summer school of the Institute of the Motor Industry will be held this year from August 26 to September 2 only. The second week has been cancelled because of the preponderance of enrolments

for the first week. Among the subjects included are management, costing and accountancy, modern engine design, motor trade law, and industrial relations. Details of remaining vacancies are available from the summer school secretary, I.M.I., 40, Queen's Gate, London, S.W.7.

For those bound for the Continent and who use Duckhams oils and Adcoids a pamphlet has been produced giving a list of European agents. It is available through agents in this country or direct from Alexander Duckham and Co., Ltd., 346, Kensington High Street, London, W.14.

The productivity team report, *Internal Combustion Engines* (Anglo-American Council on Productivity, 21, Totthill Street, London, S.W.1, 2s 6d), compares conditions in the U.S.A. and the U.K., mostly unfavourably for the U.K. In view of the number of places in which these views are quoted it is important to bear in mind that the team was not concerned with automotive or aero engines.

INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15497.—Wiring Diagram
"D. H. S."—9.5 h.p. Triumph Gloria, sale or loan.

No. 15498.—1932 J2-type M.G.
"T. J. A."—All possible information and a handbook.

No. 15499.—1934 Standard Sixteen
"G. J. S."—All possible information and a handbook for the Avon model fitted with overdrive

No. 15500.—Supercharging an M.G.
"J. A. M." (U.S.A.)—Experiences of fitting a supercharger, particularly the Wade, to the current model M.G.

No. 15501.—1948 Allard DH Coupé
"E. A. G."—Information as to petrol and oil consumption, tyres and points to watch when purchasing secondhand.

No. 15502.—1938-39 Opel Cadet
"P. W."—Wiring diagram needed.

No. 15503.—1934 Lagonda Rapier
"H. M. H."—All possible information and a handbook.

No. 15504.—Telecontrol Dampers
"G. P. L. M."—Experiences and hints and tips on fitting to a 1935 Alvis Silver Eagle.

No. 15505.—Handbooks Required
"D. R. H."—1934-35 10.8 h.p. Triumph Gloria.

"W. G. P."—1934 Riley Twelve-Six Kestrel.

"A. P."—1938-39 VA-type 1½-litre M.G.

"D. S."—1938 1½-litre M.G.

"J. E. P."—1933-34 Austin Ten.

"G. H."—1933-34 Lanchester Ten.

"L. L. S."—1932 Standard Little Nine.

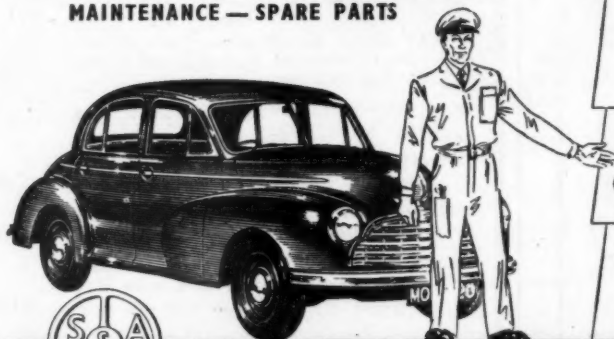
"C. G. M."—1934 Lagonda Rapier.

"D. G. G."—1933 Riley Twelve-Six Montone, or Pitmans Book of the Riley Twelve.

"V. E."—1935 12.0 h.p. Triumph.

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1948 FORD 10 Prefect 4-door, black, fawn cloth, superb condition	£595
1947 HILLMAN Minx drop-head coupe, grey, blue hide, radio, 14,000 miles	£685
1949 HILLMAN Minx Magnificent, dark blue, 6,000 miles. Very attractive car.....	£895
1947 HUMBER Pullman Limousine, Reg'd. Sept. 1947, 9,000 miles, unblemished	£1,275
1949 M.G. "T.C." sports 2-seater, black, green hide, negligible mileage	£725
1948 M.G. 1½-litre sports saloon, duo green, fawn leather, any trial	£885
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1947 SINGER Super 10, maroon, red leather, supplied and serviced by us since new	£595
1947 VAUXHALL 12, black, fawn interior, excellent appearance, very economical	£645
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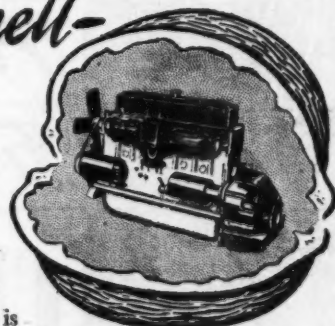
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1947 16 h.p. ROVER, December, 16 Sports Saloon, grey/red leather, radio, spare wheel unused, 14,000 miles	£1,250

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1938 **ROVER** 14 six-light Saloon in black with brown leather. Very clean car in faultless mechanical condition. £485

1938 **STANDARD** 12 in black with green leather. Much above average condition. Any trial. £350

1938 **ALVIS** 17 h.p. Silver Crest Sports Saloon in black with red leather. Beautiful condition. Very fast. £475

1938 **AUSTIN** 16 Gordon Stella Sports Saloon in black with maroon leather. Very fast and comfortable. £350

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1939 **AUSTIN** 12 Saloon in blue with leather to match. Immaculate condition throughout. £475

1939 **HILLMAN** 14 Saloon in silver grey with brown leather. One owner. Very good condition. £450

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1946 **HILLMAN** Minx Saloon in black with brown upholstery. 25,000 miles only. £495

1947 **AUSTIN** 12 Saloon in black with brown leather. Immaculate condition throughout. Moderate mileage. £825

1947 **MORRIS** 10 Saloon in black with brown leather. Beautiful condition. 15,000 miles only. £625

1948 **STANDARD** 12 Saloon in grey with blue leather. 10,000 miles only. £775

1948 **STANDARD** 14 Saloon in grey with blue leather. 24,000 miles. Perfect condition. £785

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1937 21.6 HUDSON Terraplane Special Saloon, fawn	£325
1940 1 1/2-litre M.G. Saloon, black	£975
1948 20 h.p. NASH Saloon, right-hand drive, fawn	£1,295
1947 STANDARD 8, open Tourer, grey, 3,000 miles	£525
1949 STANDARD Vanguard Saloon, black	£1,025
1938 3-litre TALBOT Saloon, black	£550
1938 75 TALBOT Saloon, maroon	£500

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1938 Alvis Silver Crest	£625
1946 (Oct.) M.G. Model T.C.	£550
1947 Morris 10 Saloon	£435
1948 Morris 8 Saloon, 4 doors	£375

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1936 Vauxhall 2-door saloon	£275	0	0
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1935 Renault 12 saloon	£265	0	0
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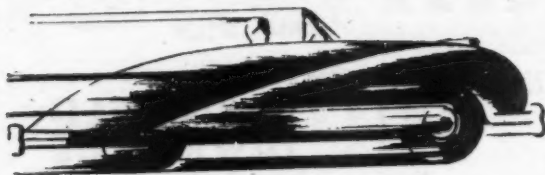
1946 Hillman Minx c.p.e.	£675
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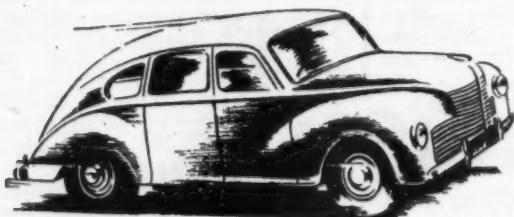
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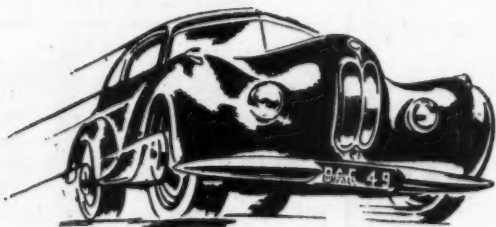
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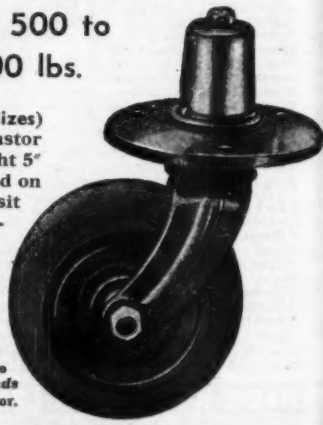
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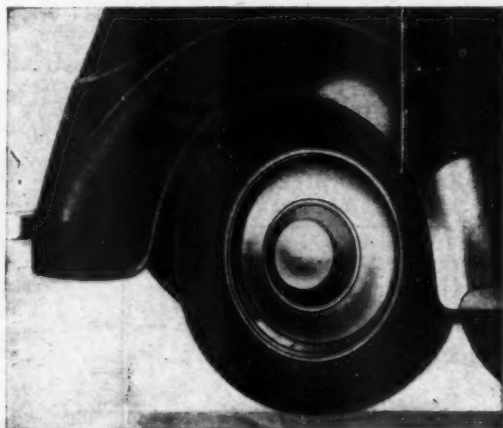
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MAURICE CHESHIRE & CO.,

400, Birmingham Road, Sutton Coldfield, Warwickshire, England.

The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.O.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1948 A.O. 2-litre saloon, 12,000 miles, excellent condition; £1,095.—Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3.

1938 A.C. 16hp 4-seater D.H.C., first-class condition, resprayed, 100% sound, any trial; £405.—Arlene S. Moss, Loughborough 2645.

1949 (Feb.) A.C. 2-litre utility, most attractive body, extremely good performance; £250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185.

1935 A.C. 16hp 4-seater, recellulosed black, new tyres and batteries, very exceptional condition; £300.—Bailey, Malthon, Tembury, Worcestershire.

SCARCE model, 1938 series A.C. 2-litre drop head 4-seater sports coupe, luxuriously equipped, finished ivory and chromium with blue leather interior and folding head to match, most attractive with delightful body-lines, thoroughly recommended and offered with written guarantee; £495; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

1935 A.C. 16hp 4-seater, recellulosed black, new tyres and batteries, very exceptional condition; £300.—Bailey, Malthon, Tembury, Worcestershire.

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CASH immediately for good A.C.—H. P. Edwards, 28, Upper High St., Epsom 9400.

WANTED by private buyer, post-war low-mileage A.C. 2-litre saloon in first-class condition.—185a, Hoe St., Walthamston, E.17.

ALFA-ROMEO

HAROLD RADFORD & Co., Ltd.

1934 Alfa-Romeo 2.3-litre supercharged, 2-door, 4-seater drop head coupe, recent complete engine overhaul at cost of £260, red with red leather upholstery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

BARTLETT—Alfa-Romeo late series 17-50 supercharged Zagato 2-seater, recently reconditioned, exceptional condition; £395.—27a, Pembroke Villas, W.11.

395 gns.—Alfa-Romeo 1932, rebuilt and registered 1938, 1,750cc, Type 6C, twin overhead camshaft super sports 2-seater, silver grey, blue leather, concealed hood, good tyres, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-day and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041.

Alfa-Romeo Cars Wanted

BARTLETT—Always buys Alfa-Romeos.—27a, Pembroke Villas, W.11.

ROWLAND SMITH is the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

Alfa-Romeo Spares and Service

BEVERLEY MOTORS, Coombe Rd., New Malden, have a limited stock of Alfa-Romeo spares; supercharger parts, half shafts, etc.—Tel. Malden 4405.

THOMSON & TAYLOR (BROOKLANDS), Ltd., 2 Spares and service for Alfa-Romeo cars.—Portsmouth Rd., Cobham and Brooklands Track, Weybridge Surrey. Epsom 520.

ALLARD

CAR MART, Ltd.

ALLARD 1948 drop head coupe, 13,000 miles; £260.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer the following:—

1949 Allard fourseater drop head coupe, 12,000 miles only.—47, Soane St., S.W.1. Tel. Soane 9286.

1948 Allard 2-seater, 8,000 miles, one owner; £265.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466.

ALLARD 30hp 1948 special utility, 16,000 miles, one owner; £200.—Robbins, East Putney, Tel. 4581.

1949 Allard 2-str. 3,000 miles.—British & Colonial Motor Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4666.

ALLARD

1949 Allard fourseater drop head coupe, 3,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

ALLARD drop head coupe and 2-seater, both 1949 maroon ex-demo cars, in perfect condition.—Allards Motors, Ltd., 45, Acre Lane, S.W.2. Brixton 6431.

1949 (April) Allard drop head coupe, mileage under 10,000, choice two axle ratios, perfect performer, maroon; £1,050.—Stourcliffe Close Garage, Stourcliffe St., Paddington 8238.

1948 Allard drop head coupe, prepared for Monte Carlo Rally regardless of cost, latest twin Solex carburetors, oil coil, copper-plated heads, large radiator, high axle ratio, special C.R. gear box, Andrex telecontrols, twin track rod steering, Bentley type Lucas head lamps, twin defrosters, windscreen wipers, air conditioning, fog and spotlights, fitted for radio, etc.—in first-class order throughout; £995.—Stone, 10, Haymarket, S.W.1. Whitehall 1581 (day).

ALLARD CARS WANTED

BRITISH & COLONIAL MOTORS, Ltd., require good B. Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588.

ALLARD SPARES AND SERVICE

ALLARD'S MOTORS, Ltd., for all Allard spares.—45-45, Acre Lane, London, S.W.2. Brixton 6431.

ALLARD MOTOR CO., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2333.

INDEX

	PAGE
Ambulances	47
Auctions, Tenders, etc.	51
Batteries, etc.	55
Books, etc.	51
Brakes, Cables, etc.	51
Business and Property	55
Camshafts	51
Caravan Section	48
Car Collection	50
Carburetors, Economisers	50
Cars for Hire	50
Car Radio	51
Chromium Plating	51
Clothing, etc.	51
Cyclists and Bicycles	51
Commercial Vehicles	48
Consultants	51
Cylinder Grinding, etc., and Cylinder Heads	51
Dynamics	52
Electrical Equipment	52
Engines and Accessories	52
Exchange	52
Export	51
Financial Partnerships	51
Garage Equipment	52
Garage Wanted	52
Gear and Steering Boxes	51
Generating Plant	52
Hoods, Cellulose, etc.	52
Hotels	52
Independent Suspensions	52
Insurance and Insurance Companies	52
Loose Covers	52
Lost	51
Magnets	52
Mats, Rugs, etc.	52
Miscellaneous	52
Mobile Canteens, Kitchens, etc.	47
Motor Cycles for Sale	47
Motor Coaches and Motor Hearses	47
Mudguards	53
New Cars	49
Packing and Shipping	51
Parts and Accessories	53
Petrol Pumps	53
Pistons	53
Racing Equipment	53
Radiators, Muffs, etc.	53
Refrigerators, Washers, etc.	53
Roof Luggage Racks	54
Safety Glass	54
Second-hand Cars for Sale Wanted and Spares	25-47
Shock Absorbers and Silencers	54
Situations Vacant and Wanted	55
Speedometers	54
Springs	54
Superchargers	54
Taxicabs	47
Trailers	46
Tuning	51
Tyres and Tubes	54
Wheels, Discs, etc.	54

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Allard Spares and Service

ENCON COACHWORKS, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies.

BRISTOL STREET MOTORS, Ltd., 164-162, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

BROOKLANDS, ALVIS

ALVIS distributors for London.

1950 Alvis 14hp coupe by Tickford, speedometer reading 500 miles, black with red leather upholstery. B.M.T.A. permission in sell.

1949 Alvis 14hp saloon, black with green leather, examined and approved by makers.

1948 Alvis 14hp saloon, black with Bedford cord upholstery, speedometer reading 7,000 miles, examined and approved by makers.

1947 Alvis 14hp Utility, in exceptional condition throughout.

CATALOGUES available for new 3-litre at £103. New Bond St., W.1. Tel. Mayfair 8351-6.

DICKS CAR SALES offer:—

1939 Alvis Speed 25 saloon, superior order, radio, etc., really fine car; £775.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9.

JAMES SIMPSON (SALES) offer:—

1938 Alvis Silver Crest saloon, bodywork and interior immaculate, mechanically excellent; £250.

JAMES SIMPSON (T.C. MOTORS), Ltd., 244, Brompton Rd., S.W.3. Ken. 9464.

GUY SALMON AUTOMOBILES, Ltd., offer:—

1938 Alvis Speed 25 sports tourer, genuine 24,000 miles from new, immaculate condition; £795.

1939 Alvis 4.3 sports saloon, superb mechanical condition, terrific performance; £795.—7, Portsmouth Rd., Thames Ditton, Esherbrook 5551/2/3.

1948 Alvis, Duncan body, 8,000 miles, radio, as new; £1,275.

STEEL GRIPFITHS & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6.

GORDON CARS (LONDON), Ltd.—1948 Alvis saloon, maroon, 3,000 miles.—Belov.

GORDON CARS (LONDON), Ltd.—1948 Alvis utility saloon, attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

ALVIS (1937) Speed 25 tourer, in good condition; the sold, owner gone abroad 2 years.—Davis Garage, Buckwell St., Plymouth.

PERFORMANCE CARS of Daleham Mews, Belmeis Lane, N.W.3 (Ham. 8707), offers several Speed 20s and 25s. See under "Sports Cars."

1935 Alvis Firebird saloon, black, manual box, works maintained, new tyres and in sound condition; £225 or near offer.—Webster, Marina Gardens, Cheshunt, Herts.

ALVIS in Scotland, sales, spares and service; attractive A range of used cars always available.—James H. Gait, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598.

295 gns.—Alvis Firebird 1935 model 16hp 4-door sports saloon, black, black leather head, maroon leather, Ace discs, carefully used, very good condition; terms, exchanges.—Rowland Smith, below.

225 gns.—Alvis Speed 20 1935 Mayfair fourseater drop head coupe, black, fawn leather, very good condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Alvis Speed 25 1937 4-door sports saloon, black, black leather, black leather head, maroon leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041.

1938 Alvis 4.3 Oxford drop head fourseater coupe, in superb condition throughout; £675.—Tel. Elmbridge 2400, business hours, or Claygate 2507, evenings. Photograph and full particulars on request.

1948 Alvis 14, certified mileage 8,000, coachbuilt saloon type estate car, green and black, spacious upholstered interior, readily convertible to private, £1,000 or nearest.—Tel. Tanworth—Arden 287.

1935 Alvis limousine, 7 seats, face forward, body by Mayfair Carriage Co., this car has not been used since September, 1939, fitted with discs, the original spare never been used, mileage 23,000, one owner; the car must be seen to be appreciated, it is absolutely as new.—A. Ringie, 262a, Clapham S.W.9. Macaulay 1312.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 Alvis drop head coupe, 7,000 miles, black, fawn hide, immaculately maintained, all modifications by Alvis; nearest £1,275; quite unblemished.—Walsh, Walnut Close, Upton, Chester. Tel. 24888 (daytime). [7641]

1936 Speed 20 Alvis 4-door saloon; mostly laid up 1936-45, subsequently faultlessly maintained by the makers; fitted number of extras, including radio-mobility and Deandra bracket, price £250; can be seen Boxmoor, Herts.—Box 5077. [7658]

1934 Alvis Speed 20 Vanden Plas saloon, I.P.S., coachwork and paintwork excellent, oil consumption nil, just decarbonised, D.W.E. jacket, good batteries, taxed; offers; new tyres, spare engine also available.—Dresser, Ridgeway, St. Neots, Huntingdonshire. Tel. 35. [7584]

TANKARD & SMITH, Ltd., offer 1938 Alvis 17hp Silver Crest (sports) saloon in black with maroon leather, whole car in immaculate condition, mechanically very much above average for year of manufacture, lovely performance; £475; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Fiamman 4801-2-3. [7695]

ALVIS Speed 20 coupe, blue, 1936, the car has had over £300 spent on it in the last year, bills shown, engine reconditioned throughout, crank ground, rebores, etc.; 5 new tyres, new radiator, new ball joints, lamps rechromed, steering overhauled; in magnificent mechanical condition, maintained regardless of cost, sound bodywork, any inspection welcomed; can be seen at Windsor; £450.—Box 5088. [7695]

ALTON GARAGE, the Alvis people, always pleased to see or correspond with prospective Alvis owners; all pre-1936 models regularly on offer at fair prices; owing to present quick turnover, we will not mention specific cars, as it may lead to disappointment; contact us with any Alvis, and we will purchase and insurance effected immediately.—Alton Garage, the Alvis people, 17, Brook Mews North, Craven Rd., Paddington 9332 and 410. [7684]

£585—Alvis 12-70 sports saloon, March, 1935, finished in metallic grey with red leather, moderate mileage and very careful use by previous owner, understood to have been very well maintained for a considerable period and definitely in most outstanding mechanical order, Dunlop tyres all brand new last February, special opportunity to obtain a somewhat scarce and most desirable Alvis in the condition to give a lasting period of excellent service. [7695]

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Write for 18-page catalogue of over 400 fully guaranteed used cars. Easy and confidential hire purchase facilities. Part exchanges, delivery. [7695]

LEMOUSINE 1938/20hp Double Enclosed, 7-forward, black, mileage genuine 19,000 (genuine 10 years), beautiful condition, black, reasonable cost; Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [8096]

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914]

WANTED—Alvis cars, post-war saloon and coupe models; send all details to:—**ARNOLD G. WILSON, Ltd.**, 232, Harrogate Rd., Leeds 7. Tel. 41014. [0023]

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. [8118]

WANTED, best and 70 Alvis.—Vandervells, 215, Haverstock Hill, N.W.3. Primrose 4441. [1492]

S. F. ESKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal. Working 330. [0697]

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Alvis cars.—56, Bayswater Rd., W.2, Paddington 11. [7724]

1948-9 Alvis; please give particulars and price to: A. Freeman Ltd., Grosvenor Garage, Burnage Lane, Manchester 19. Rus. 2674/5. [0494]

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. [4600]

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1, May. 6266. Service Works and Stores, 12, W. 1st Ave., Riv. 1415. [8361]

Alvis Spares and Service

SERVICE and spares for Alvis cars

ALVIS Ltd., Service Station, 332, Finchley Rd., London, N.W.11. Tel. Speedwell 6763-3-4. Grams. "Alviscar Good London." [0585]

AND at Alvis Ltd., Service Station, Holyhead Rd., Coventry. Tel. 3501. Grams. Alvis Coventry. [1585]

CHARLES FOLLETT, Ltd.—Alvis specialists. SHOWROOMS.—18, Berkeley St., W.1. May. 6266. [0585]

SPARE parts. SERVICE.—12, Wellesley Ave., W.8. Riv. 1415. [8366]

KINGSTON-ON-THAMES—Sales, Service and Spares.—O. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585]

JAMES H. GALT, Ltd., Alvis distributors for Scotland. Works, 71-73, Dobbie's Loan, Glasgow, O.A. Tel. Douglas 0638. Comprehensive spares and service. [0730]

AMERICAN CARS

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 American convertible coupe, electrically operated hood, under 5,000 miles, a most desirable car. **JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4655. [8000]

American Cars Wanted

WANTED, American cars, all makes, for cash.—Parade Garage, Galloway Corner, Romford. Tel. Ingrebourne 2451. [1347]

ARMSTRONG SIDDELEY

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, 19hp, black with red leather, immaculate condition throughout. **ARMSTRONG SIDDELEY** Lancaster saloon, black, choice of two. **103**, New Bond St., W.1. Tel. Mayfair 8351-6. [7366]

1947 Armstrong Siddeley drop head coupe, one owner, as new; £350.—Holloways, Shoreham-by-Sea 2253. [8599]

ARMSTRONG SIDDELEY

CAR MART, Ltd. **ARMSTRONG** 1947 Hurricane coupe, 13,000 miles; £395.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212. [7815]

PASS & JOYCE, Ltd., offer:—**1949** Armstrong Siddeley Lancaster saloon, one owner, in immaculate condition.—184, Gt. Portland St., W.1, Museum 1001. [8324]

GORDON CARS (LONDON), Ltd.—1948 Armstrong G Typhoon saloon, black, radio, exceptional.—Below **GORDON CARS (LONDON), Ltd.**—1947 Armstrong G Typhoon saloon, H.M.V. radio, superlative condition.—Below

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue, excellent order.—Gordon House, 375, Euston Rd., N.W.1, Euston 6611. [8014]

1947 Armstrong Hurricane, good condition, mileage 12,000 miles; £850.—John Gray, 20, Hermitage Lane, N.W.2, Speedwell 1243. [8158]

1940 long 17hp partitioned limousine, face for face, immaculate condition throughout; £575.—61, Gunnersbury Lane, W.3, Acorn 1983. [9415]

1937 Armstrong Siddeley 17hp saloon, original owner, whole car in original immaculate condition; £350; terms, exchanges.—The Lynch Garage, opp. G.P.O., Uxbridge, Middx. Tel. 152. [8309]

1947 £10 tax, one owner, only 11,000 miles, excellent condition; inspection Andover, Hampshire; £1,150.—Repliss Box 5059, or Tel. St. Mary Bourne 216. [7539]

1948 Armstrong Lancaster saloon, 8,000 miles, radio, heater, black, supremely beautiful condition; terms, exchanges.—Stranmore Garage, 1176-80, Christchurch Rd., Boscombe East, Tel. Southbourne 1022. [8410]

1938 Armstrong Siddeley saloon, black, 17hp, brown leather upholstery, one private owner, 32,000 miles, excellent condition, thoroughly overhauled 1949; offers over 570gns; seen by appointment.—N. Rouse, Rickhampton Manor, Devizes, Wilt. Tel. 7764. [7764]

825 gns.—Armstrong Siddeley 1947 Hurricane four-seater drop head coupe, grey, blue leather, pre-selector, new tyres, carefully used, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9498]

LEPE & SAUNDERS require 7-seaters also offer 100 L. Limousines. (Lists posted.) **LEMOUSINES**, 1939 Series, Long-25 also 17hp, leather upholstery, excellent terms, occasional, black, genuine low mileage, privately owned, £695. Below

8500 genuine mileage, 1939 Long-17hp-partitioned, blue leather limousine, forward occasional, Heralds brand new, £645. Seen.—Providence Court, Grosvenor Square. 2941-Mayfair. [8097]

Armstrong Siddeley Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Armstrong Siddeley cars.—150, Park Lane, W.1. Grosvenor 3434. [0261]

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916]

J. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Fulham 3053/4-5. [8119]

CASH buyers of low mileage Armstrongs; distance no object.—Hartons, Lord St., Southport, Tel. 2268. **CASH** immediately for Armstrongs.—H. F. Edwards, 154, Gt. Titchfield St., W.1, Langham 0012. [8119]

MARSTON MOTOR CO., Ltd., for your Armstrongs.—Tel. Sta. 8000, Seven Sisters Rd., Tottenham, N.15. [0193]

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Chester. Tel. Blackfriars 7843. [0601]

Armstrong Siddeley Spares and Service **JOHN BRODRICK, Ltd.**

100% Armstrong Siddeley service.

ONE of the largest stockists in the Country, and repairs carried out by Siddeley trained mechanics who are second to none. **ORIGINAL** Armstrong Siddeley Depot, Roseville Road, Leeds 8, Tel. Leeds 20109. [0293]

A **ROOT MOTORS, Ltd.**,—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0235]

PRE-SELECTOR gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. Tel. 0779. [0779]

A **LARGE** stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, 7, Enfield Crescent, Camden Town, Tel. Gul. 4141. [0485]

H **ENLYS, Ltd.**,—Chester Hill Rd., Manchester. We have large stocks of spares; reconditioning of cars and pre-selector gear boxes undertaken.—Tel. Deansgate 6216. [0602]

ASTON MARTIN

BROOKLANDS. **ASTON MARTIN** distributors for London. Details of new 2-6 litre saloons and coupes available from **103**, New Bond St., W.1. Tel. Mayfair 8351-6. [7367]

H. W. MOTORS, Ltd. **ASTON MARTIN** distributors for West Surrey.

WE regret having to inform all interested people that the new 2-litre drop head coupes we were offering have now been sold. **H. W. MOTORS, Ltd.**, Walton-on-Thames. 783 & 1437. [6065]

1933 standard model saloon, 14-litre, new valves and guide and brakes refitted, new tyres, good condition, fast and economical; £375; taxed.—30, The Square, Carshalton, Wal. 1671. [8303]

TANKARD & SMITH, Ltd., offer 1936 Aston Martin 14-litre Mark II sports 2-seater in black, whole car in excellent condition throughout, wonderful performance; £425; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Fiamman 4801-2-3. [7720]

Aston Martin Cars Wanted

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917]

Aston Martin Cars Wanted **CASH** immediately for good Aston Martin.—H. F. Edwards, 28, Upper High St., Epsom 9400. [0485]

ASTON MARTIN wanted for cash; full details. Priory Motors, Ltd., Old Windsor. Windsor 1100. [1100]

Aston Martin Spares and Service **PRIORY MOTORS, Ltd.**

SOLE suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Stratford Rd., Old Windsor. Tel. Windsor 1100. [1100]

1934 Austin Nippy sports, repainted; £149, offer.—Brown, Wimpole College, nr. Royston, Herts. [1891]

1947 Austin 7 sun saloon, extremely nice car, £375.—Leatherhead Garage, Church Rd., Leatherhead 3043. [8390]

1939 Austin 7 2-seater, 1 owner, original condition, new tyres; £260.—Tanner Bros., 875, Fulham Rd., S.W.6. Renown 4494. [7610]

BRAY MOTORS—£195: 1937 Austin 7 special sports 2-seater, professionally converted with Ford engine and gear box, amazing performance. **BRAY MOTORS**—£255: 1936 Austin Big 7 4-door 6-lux saloon. **BRAY MOTORS**—£55: 1930 Austin 7 2-seater, sat economically 1930 Austin 7 2-seater, in nice condition, new tyres; £260.—Tanner Bros., 875, Fulham Rd., S.W.6. Renown 4494. [7610]

1933-4 Austin 7 saloon, in nice condition, new tyres; 3 months' guarantee; terms, exchanges, etc. **JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hove, Tel. 2228 and 3774. [3110]

1938 taxed for year, a pretty little car.—£245.—R. E. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 4100. [8881]

Austin Seven Cars Wanted **ROWLAND SMITH'S**, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0916]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Main Vale 6044 (10 lines). [8113]

AUSTIN EIGHT **J. CORYTON, Ltd.**

AUSTIN 8hp 4-door sun saloons, reasonable mileage, very well maintained and in first class condition throughout, mechanically guaranteed, choice of two, from £510. **139/149**, Fulham Rd., South Kensington. Ken. 1410. [5390]

WADDINGTON MOTORS, Ltd., offer:—**1947** Austin 8 saloon, as new throughout; £555.—Fortune Green Rd., N.W.6. Ham. 2217. [7217]

£525—1947 Austin 8 de luxe saloon, black, brown leather upholstery, 15,000 miles, one carefree owner. **MAKIN & HARRISON**, 492-496, Chiswick High Rd., W.13. Chiswick 0558-2619. [7151]

1946 Austin 8 sun saloon de luxe; £490.—174, Dove Ld., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [1940]

1947 Austin 8 de luxe saloon, also 1946 similar model, both in new condition throughout; tradeable. **MOTOBURSTS (LONDON), Ltd.**, Great North Rd., E. Finchley Station, N.2, Tudor 2501-2. [8475]

AUSTIN 8 Special 2-4-seater, 1939, excellent condition; sell or exchange 8-10 saloon or coupe.—New Works, Wellington, Shropshire. [8370]

1940 Austin 8 de luxe saloon, 2-door, low mileage, car as new, recommended; £355.—(7800) King St., Hammersmith, Riv. 2837-8. [7800]

1947 Austin 8 saloon, leather upholstery, taxed year, exceptional condition; £545; exchange, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9485]

1939-40 Austin 8hp 4-door saloon de luxe, one owner, extremely good condition; £285.—Vandervells (buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [1502]

1947 Austin 8 saloon de luxe, black, brown leather upholstery, one owner, 8,000 miles, absolutely as new, taxed for year; bargain £565.—M.B. Motors, 336, New Cross Rd., London, E.8.14. Tideway 3779. [7779]

AUSTIN 8hp saloon 1940, has done 8,000 miles, reconditioned and reconstructed by Austin's, new 4-door body etc., fitted, whole car as new; £425.—Knowlson, Harrington Works, Sharpnose, Bedford. Tel. Toddington 315. [6731]

445 gns.—Austin 8, Dec. 1945, de luxe 4-door saloon, dark blue, sliding head, blue leather, one owner, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9485]

Austin Eight Cars Wanted **C** **THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1, Euston 1212. [0585]

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0916]

SELL your Austin 8 to us; good cars urgently wanted, all models.—Oxford 67, George St., W.1, Wel. 6886. **OCT-WAR** Austin 8 required cash payment.—Morley, 54, Streatham Hill, S.W.2, Tulsa Hill 4488. [0851]

CASH buyers of low mileage Austin 8s; distance no object.—Hartons, Lord St., Southport, Tel. 2268. [0794]

AUSTIN 8 wanted for cash immediately.—A. Kidd's, 125-127, High Rd., Seven Kings, Essex. Tel. Seven Kings 3556/7. [1346]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Main Vale 6044 (10 lines). [8113]

AUSTIN TEN **CAR MART, Ltd.**

LONDON distributors.

AUSTIN 10 1947 saloon, radio, 3,000 miles; £765.—Car Mart, Ltd., 297, Euston Rd., N.W.1, Euston 1212. [7817]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN TEN

AUSTIN A40

AUSTIN TWELVE

J. DAVY offers:—

1946 Austin 10, black, brown upholstery, 1 owner, suitably unmarked; £355.
1947 DAVY CAR SALES, 9, Logan Place, Earl's Court Rd., W.8. Western 6495. [8073]

W.B. Western 6495 offers:—

1939 Austin 10 drop head foursome coupe, definitely unmarked; £355.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8170]

1947 Austin 10 saloon; £235.—King's Motors, 1, High St., Hounslow. Tel. 3532. [8390]

1934 Austin 10 saloon de luxe, new battery and windscreen motor, four nearly new tyres, good runner; £150.
BRITON CAR AGENCY, Ltd., 14, Osten Mews, Brompton, S.W.7. Western 1242. [7895]

1936 Austin 10hp touring, just reconditioned and resprayed, perfect condition.—Burleigh, 20, Arlestone Ave., N.W.6. [5799]

1947 Austin 10 de luxe saloon, black, well maintained, no new.
MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7152]

1940 Austin 10, very good condition; £425.—Barnes Garage, 315, Finchley Rd., London, W.3. [7219]

1939 Austin 10 1939 Cambridge saloon, black, sun roof, A new running condition, chassis renewed including engine, dynamo, self-starter, etc.; £395.
BRITON CAR AGENCY, Ltd., 14, Osten Mews, Brompton, S.W.7. Western 1242. [8079]

1939 Austin 10 de luxe saloon, superb order, taxed to end of year; £355.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [8262]

1937 condition; £350.—John W. Whalley, London Rd., Bishop's Stortford, Tel. 181 & 182. [7669]

1939 Austin 10 saloon, perfect motor, excellent appearance; £365.—E.C. Motors, 31-35, Port Green Rd., N.W.6. Hampstead 8988. [8067]

1940 Austin 10 1947 black saloon, 4 doors, sun-roof, chrome roof, brown leather upholstery, as new, mileage 13,900 only, taxed to end of 1950.—Box 541. [8436]

1946 Austin 10, 1946, black, mileage 13,000 miles, excellent new; view enquiries invited.—H.C. Paul, 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [5066]

1947 Austin 10 saloon, black, brown leather upholstery; 10,000 miles in very exceptional condition; £475; also 1946 in similar condition, finished blue; £615.
H. MORDENFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3560. [8530]

1939 saloon, black, brown hide upholstery, low mileage, exceptional condition; £305.—Austin House, 44, Golders Green Rd., London, N.W.11. Speedwell 0011. [8194]

1938 Austin 10 1938, exceptional condition, mechanically perfect, body resprayed black, tyres good, a fine car, owner owned; bargain. £375.—109, South Norwood Hill, S.E.25. Liv. 2696. [8365]

195 m.—Austin 10 1936 Sherborne de luxe 4-door saloon, black, sliding head, green leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8496]

Austin Ten Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [7619]

S all models.—Oxford, 67 George St., W.1. Wei 5899. [5544]

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920]

CASH buyers of low mileage Austin 10s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [0785]

AUSTIN 10 cars wanted: cash or exchanges; h.p. a/c added.—Mac 12, Rambledown Rd., Wallington, Surrey 6397. [7420]

WANTED, Austin 10hp saloon, 1946-49, good condition; reasonable price; view anywhere.—Lester, 64, Hove Rd., Hove, Sussex. [8412]

AUSTIN 10s wanted for cash, immediately.—A King's Autos, 725-727, High Rd., Seven Kings Essex. Tel. Seven Kings 3556/7. [7137]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [15840]

AUSTIN A40

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0093]

AUSTIN A40 Devon, green-brown leather, registered January, 1949, mileage only 5,000; £855.
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [4178]

CAR MART, Ltd.
LONDON distributors.
AUSTIN A40 1948 Dorset saloon, 7,000 miles; £835.
AUSTIN A40 1949 Dorset saloon, radio and heater, 8,000 miles; £875.
AUSTIN A40 1949 Devon saloon, radio, heater, 6,000 miles; £950.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [7816]

PRIDE & CLARKE, Ltd.
1948 Austin A40 Devon, blue, beige leather, heater, sun roof, low mileage; £795; terms 24 months, exchanges, list.—Blackwell Rd., S.W.3. E. [7885]

TOM GARNER, Ltd., offer:—
1949 series Austin A40 Devon saloon, Portland grey with beige leather, sun roof, heater, etc., 5,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7729]

1949 Austin A40 4-door saloon, 10,000 miles; £795.
W.I. Mayfair 3360. [7920]

DICKS CAR SALES offer:—

1949 Austin A40 Devon sun saloon, low mileage, fitted radio, heater, etc.; £855.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. [8172]

CLANFIELD LAWRENCE offer:—

1948 Austin A40 saloon, 4-door, 5,600 miles; £835.—407, High Rd., N.12. Finchley 0093. [8212]

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40, Solent blue, 11,000, perfect.
1949 Austin A40, Green, 8,400 miles, perfect.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. [8396]

1949 (June) Austin A40 sun saloon, black, heater; £875.—Below.
1948 Austin A40 Dorset saloon, 12,000 miles; £790.
L. F. DOWE, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3066. [8142]

1948 (Dec) Austin A40 Devon saloon, low mileage, perfect; £855.—Blue Star Garage, Ltd., 17, Finchley Rd., N.W.3. Ham. 2254. [7859]

AUSTIN Devon, June 1949, 5,000 miles, £850 or part exchange utility, about £300.—Hamilton, 744, St. Albans Rd., Watford, Garston 2578. [8590]

AUSTIN A40 Devon, sliding roof; £835.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8396]

AUSTIN Devon, June 1949, 3,900 miles, £850; or part exchange utility, about £300.—Hamilton, 744, St. Albans Rd., Watford, Garston 2578. [8590]

L mileage 8,000, exceptional condition; £875.—89, Broadway, Wimbledon, S.W.19. Liberty 5456. [8270]

7000 saloon, green, Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8085]

1949 (July) Austin A40 saloon, Cambridge beige, beige leather upholstery, 14,000 miles, fitted heater and radio, immaculate condition throughout.
MAKIN & HARRISON, 492-496, Chiswick High Rd., W.4. Chiswick 0558-2619. [7152]

1949 Austin A40 Dorset saloon, sliding roof, 8,000 miles; £815.—Vandervells (buyers of used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8396]

1949 Austin A40 Devon saloon, one private owner, low mileage.—Whitby of Acton, Ltd., 273, The Vale, Acton, W.3. Tel. Shepherds Bush 3355. [8535]

1949 Austin A40 Devon, heater, leather, taxed year, one owner, perfect, guaranteed; £800, payments.—Vaughan, 17, Astwood Mews, S.W.7. [8465]

1948 (Sept.) Austin A40 Devon saloon, beige, condition as new throughout; bargain, £800.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [8147]

1949 Austin A40 saloon, blue, sunroof, radio, heater, low mileage, one owner; £865.—S. Morris & Co., 26-31, Edgware Rd., London, W.2. Tel. Park 3075-6. [8339]

AUSTIN A40 Devon, finished grey with beige leather, mileage 9,000; first registered April 1948; £875.—Jack Oiding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [7899]

1949 Austin A40 Devon 4-door saloon, fitted heater, 7,000 miles, spare unused, immaculate condition; £875.—C. R. Stinson, 6, Wyberton West Rd., Boston, Lincs. [8534]

AUSTIN A40 Devon saloon, 1949, steel grey, interior A heater, spot lamp, low mileage, as new, private owner; offers.—Hambridge, Gazette Buildings, Corporation St., Birmingham. [8586]

Austin A40 Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin A40 cars.—297, Euston Rd., N.W.1. Euston 1212. [7619]

S all models.—Oxford, 67 George St., W.1. Wei 5899. [5544]

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920]

CASH buyers of low mileage Austin A40s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [0785]

AUSTIN 10 cars wanted: cash or exchanges; h.p. a/c added.—Mac 12, Rambledown Rd., Wallington, Surrey 6397. [7420]

WANTED, Austin 10hp saloon, 1946-49, good condition; reasonable price; view anywhere.—Lester, 64, Hove Rd., Hove, Sussex. [8412]

AUSTIN 10s wanted for cash, immediately.—A King's Autos, 725-727, High Rd., Seven Kings Essex. Tel. Seven Kings 3556/7. [7137]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [15840]

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1937 Austin 12hp Ascot saloon, sun roof; £515.—Write B.C.M./N.Z.A., London, W.C.1. [8158]

1947 Austin 12 saloon, black/brown, excellent condition; £750.—Haskins, Ladbroke 1155. [6956]

1939 Austin 12 de luxe saloon (choice of three), bargain; £345.—A.Z. Motors, Palmers Rd., N.W.6. Mal. 4723. [8078]

1947 Austin 12hp saloon, black, brown leather, one owner, fitted radio; £765.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8357]

1938 brown leather, most attractive appearance, excellent performance, thoroughly recommended, offered with written guarantee at attractive price; exchanges, terms.—H. F. Edwards, 172, Kingston Rd., Ewell, Surrey. Ewell 5101. [8116]

TANKARD & SMITH, Ltd., offer 1947 Austin 12 saloon in black with brown leather, speedometer reading 20,000 miles, superb condition; £825; also selection of 1940 and 1939 saloons; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Fulham 4801-2-3. [7219]

7-PASSENGER 1935 Long-wheelbase Twelve-47 Saloon, forward occasional wonderful condition, economical, reliable. £435.—Alpe & Saunders, Providence Court, Grosvenor Square, 2841-Mayfair. [5699]

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [7619]

CASH buyers of low mileage Austin 12s; distance no object.—Huttons, Lord St., Southport. Tel. 2268. [0785]

ROWLAND SMITH'S, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920]

1937 8-9 Austin 12 saloons and limousines wanted. —Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [15841]

AUSTIN FOURTEEN

1942 s.—1939 Austin Goodwood de luxe saloon, immaculate throughout, excellent mechanics, ally, ideal for touring or pulling caravan; hire purchase, exchanges; 3 months' guarantee.
AMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. [76243]

AUSTIN SIXTEEN

THE CAR MART, Ltd.
LONDON distributors.
AUSTIN 16 1949 saloon, 4,000 miles; £1,050.
AUSTIN 16 1948 saloon, 8,000 miles; £950.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [7619]

ROUNDABOUT offer:—
1948 Austin 16hp saloon, 13,000 miles only; £850.
ROUNDABOUT GARAGE, Western Ave., Greenford, R. Midx. Waxlow 1071-5. [7604]

TOM GARNER, Ltd., offer:—
1949 Austin 16hp s.r. saloon, sage green with brown leather, 1,000 miles only.
1948 Austin 16hp s.r. saloon, black with brown leather, 14,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [7730]

G. P. (BALHAM), Ltd., offer:—
260 gns.—1937-8 Austin 16 Goodwood saloon, really excellent condition; a bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube). Battersea 3117. [7977]

H. A. SAUNDERS, Ltd., offer:—
1949 Austin 16hp saloon de luxe, 4,900 miles, radio, heater, etc.; £1,025.
1948 Austin 16hp saloon de luxe, 9,000 miles; £955.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner). Hillside 0024. [8058]

MCKINNON MOTORS, Ltd., offer:—
1949 (Feb.) Austin 16 saloon, navy blue, brown hide throughout, heater, chromium spot lamp, taxed Dec, one owner 5,315 miles only, the whole car in brand new condition; £1,050.
1948 (Aug.) Austin 16 saloon, green, brown hide throughout, built-in radio, twin Nottex spot lamps, heater, taxed Dec, one owner, 14,000 miles; superb condition; £950.
MCKINNON'S, Langdon House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Establishment 1906. Tel. Wallington 3404. [7625]

1937 Austin 16 Goodwood saloon, immaculate condition, offers invited.—Tel. Avenue 7923. [7773]

1948 Austin 16 saloon, black, brown leather, 14,000 miles, heater, taxed Dec, one owner, 14,000 miles; superb condition; £950.
MCKINNON'S, Langdon House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Establishment 1906. Tel. Wallington 3404. [7625]

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1937 Austin 16 Goodwood saloon, immaculate condition, offers invited.—Tel. Avenue 7923. [7773]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SIXTEEN
 1946 Austin 16 de luxe saloon, excellent condition, paintwork fair; £685.—Jacquier, Ltd., 225-7, Hammermill Rd., W.6. Riverside 6677-8. (1754)
 1948 Austin 16, very low mileage, perfect condition, one owner.—Harbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. (4177)
 AUSTIN 16hp, July 1947, black, radio, heater, Jackall, A loose covers, fully taxed; spotless; £850.—Welham, Surbiton Hill Rd., Surbiton. Elmbridge 1875. (4837)
 1949 (Feb.) Austin 16 de luxe saloon, mist green, unsprayed, almost as new, 10,000 miles; King St., Hammermill, Riv. 2637-9. (7807)
 1948 Austin 16 saloon, blue, radio, heater, taxed year, guaranteed mileage 6,000; £935.—R. S. Head, 42, Queen St., Maidenhead. Tel. Maidenhead 2642. (7406)
 1949 16hp saloon, blue, brown hide, 6,000 miles, fitted heater; £995.—Recommended by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (8195)
 1946 (June) Austin 16, in very clean condition, black with leather upholstery, all through—Shaw Motors, Ltd., 666-678, Garrat Lane, London, S.W.17. Wim. 3031-2. (8926)
 16hp saloon, 1948, green, brown hide, heater, low mileage, excellent condition; £925.—Recommended by Austin House, 140, Golders Green Rd., London, N.W.11. Speedwell 0011. (8195)
 1947 16hp saloon, black, brown hide upholstery, low mileage, exceptional condition; £865.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (8196)
 1948 (Nov.) Austin 16 saloon, suede green, supremely lovely; exchanges and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East. Tel. Southbourne 1022. (7409)
 Austin Sixteen Cars Wanted

THE CAR MART, Ltd.
 AUSTIN cars
 REQUIRED immediately.
 MAKE your enquiries to
 AUSTIN House, 297, Euston Road, London, N.W.1.
 TELEPHONE: Euston 1212. (0955)
 CASH buyers of low mileage Austin 16s; distance no object.—Hattens, Lord St., Southport. Tel. 2268. (0738)
 ROWLAND SMITH'S, the Austin 16 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0922)
 AUSTIN 16 cars wanted.—Motourists (London). A Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (6393)

AUSTIN A70 & A90
THE CAR MART, Ltd.
 LONDON distributors.
 AUSTIN A70 1949 saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (7818)
WARWICK WRIGHT, Ltd., offer:—
 1949 Austin A70 Hampshire saloon, black, brown leather and cloth, 8,000 miles; £1,275.—W.1. Warwick Wright, Ltd., 150, New Bond St., W.1. Mayfair 9700.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,
 OFFER the following:—
 AUSTIN A70 saloon de luxe, radio, heater, sunshine roof, leather throughout, 7,000 miles only.—47, Ealing St., W.5. Tel. Ealing 6285.
 1949 (June) Austin A70 Hampshire de luxe sun saloon, genuine 4,000 miles only; trade enquiries welcomed.
MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (8476)
 1949 Austin A70 saloon, all leather upholstery, fitted radio, 8,000 miles, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. (9009)
 1949 (June) Austin A70 saloon, green, works mileage only, brand new; £1,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (8252)

AUSTIN EIGHTEEN
SIMPSON'S MOTORS offer:—
 1939 Austin 7-seater, £10 per year tax, immaculate condition; £900.—Simpson's Motors (Wembley), Ltd. (American Car Specialists), Wembley 3903. (5052)
 1938 16hp Austin Iver limousine face forward seats, not ex-hire; £595.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. (7921)
R. C. MORTLAKE offers 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kensal Rd., W.10. Ledbrooke 3155. (2846)
 1937 Austin Gordon limousine, in excellent order throughout, moderate mileage, seen by appointment by Lyons, Frank & Wastell, 5-5, Crouch End Hill, N.8. Mountview 4401. (6932)
ROSE & YOUNG, Ltd., offer 1939 Austin Iver limousine, 7-passenger, reconditioned engine, one owner; £785.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (7412)
 1937 (late) Austin 18 7-seater saloon, easy clean wheels, black with blue hide upholstery, new tyres, taxed year; £475; terms and exchanges.—Taylor Motors, 54a, Selouson Rd., South Croydon. Tel. Croydon 5470. (8162)
 AUSTIN 18 double enclosed limousine, this car was first registered 1944, original makers 1937; fitted with new tyres, easy-clean wheels, this car is as new, chassis completely overhauled; brakes, engine re-painted, new clutch, etc., coachwork retinted in brown furniture hide upholstery, repainted black; a gift, this car is not an ex-W.D.; £525.—Cottons Car Sales, Ltd., 262-308, Lanark Rd., W.9. Tel. Maida Vale 5154. 7935, 3463. (3540)

AUSTIN EIGHTEEN
 AUSTIN 18 Iver limousine.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7957)
 £625.—Austin 18hp enclosed Iver limousine July 1939, full seven seater finished black and chrome with bottle green leather upholstery front and rear, division and face forward occasional; whole car in clean condition throughout, fitted several extra features, Delaney Gellay heater, special rear boot inspection lamp, brand new set of Michelin tyres, good engine, very quiet transmission and gear box, especially recommended as a most economical runner, but giving a satisfactory performance with a full complement of passengers; fully guaranteed in writing; fifteen other Austin limousines in stock at prices from £195.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.—Easy and confidential hire purchase. Part-exchanges. (7907)
A&S doubtful variety inspection invited.—SEVEN SEATERS 1936/1937 Saloons also partitioned Iver limousines, exceptional selection, desirable condition. £450. Below.
SEVEN SEATERS 1938/1939 Saloons, excellent condition carriages, leather throughout, black, certified mechanically.
LEMOUSINES 1938/1939 Ivers also Gordons partitioned Coachwork, 7-forward, leather throughout, black, immaculate carriages. £790.
ALP & SAUNDERS, Ltd., 241, Grosvenor Square, W.1. Mayfair. (8098)

Austin Eighteen Cars Wanted
THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (0886)
ROWLAND SMITH'S, the Austin 18 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0824)
 AUSTIN 18hp 7-seater limousines and saloons wanted. A good condition, distance no object.—Green & Zola, Ltd., 246-252, Deansgate, Manchester. 3. Tel. Deansgate 3325-6. (0877)

AUSTIN TWENTY
THE CAR MART, Ltd., LONDON distributors.
 AUSTIN 20 1938 Mayfair 7-seater limousine, 6 months' guarantee; £1,050.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (7920)
 A Limousines, (Lists posted.)
 A LIMOUSINE 1935 Ranelagh Double Enclosed, 7-forward, blue leather throughout, exceptional, ready service. £2,455.—Providence Court, Grosvenor Square, 2941-Mayfair. (8100)
Austin Twenty Cars Wanted
 ROWLAND SMITH'S, the Austin 20 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041. (0824)
 7-SEATERS Limousines 1937/1939 also 28hp-details please. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. (8095)

AUSTIN TWENTY-FOUR
 Austin 24hp 7-str limousine, 1 owner, private.—Write B.C.M./N.Z.A., London, W.C.1. (8187)

AUSTIN A125 and A135
THE CAR MART, Ltd., LONDON distributors.
 AUSTIN A125 1949 Sheerline saloon, 5,000 miles; £1,625.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (7821)
HAROLD RADFORD & Co., Ltd.,
 1949 (June) Austin Princess, fitted with special fourours 2-door, 4-light drop head coupe by Vandem Plas, power operated hood, black, red leather upholstery, 7,400 miles, an individually built car in magnificent condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (7995)
ROSE & YOUNG, Ltd., offer 1949 Austin Sheerline saloon, grey, mileage 4,000, £1,575.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (8144)

Austin A125 and A135 Cars Wanted
THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. (0852)
 AUSTIN Sheerline or Princess for private buyer, new or preferred, or practically new would be considered; 1939 14hp Wolseley for sale.—Netlands, 8, St. Martin's Mews, Charing Cross, W.C.2. Temple Bar 1145. (7688)

AUSTIN MISCELLANEOUS
REGIONAL DISTRIBUTORS.
HIRE car and limousine specialists.
WRITE for details and location of cars to
SALES Dept., 45, South Audley St., London, W.1
 1948 (Oct.) Austin 16 saloon, small mileage, one owner; £825. Also, Austin 16, 1948, 7,000 miles, one owner; £895. Also Austin A40 Utility, 9,000 miles, 4-6-seater; £775.
GEORGE NEWMAN & Co., 369, Euston Road, N.W.1. Euston 4466. (7972)
GORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, green, 6,000 miles.—Gordon House, 37, Euston Rd., N.W.1. Euston 6511. (8016)
GORDON CARS (LONDON), Ltd.—1949 Austin A40 van, green, 6,000 miles.—Gordon House, 37, Euston Rd., N.W.1. Euston 6511.
 AUSTIN A70 & A135 offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months written guarantee.—150, Kew St. S.W.3. Tel. Fins. 4301-3. (0374)

AUSTIN MISCELLANEOUS
 (November 30th) 16hp saloon, black and brown, as new; £935.—Below.
 AUSTIN 12 (October, 1946) de luxe saloon, 13,000 miles, one owner; £765.—Below.
 AUSTIN A40 Dorset de luxe saloon, sliding roof heater, low mileage, as new; £865.—Robbins, East Putney. Tel. 4581. (7139)

Austin Miscellaneous Cars Wanted
ROWLAND SMITH'S, the Austin buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (0926)
C. G. NORMAN & Co.
 AUTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-5.
 CASH immediately for good Austin.—H. F. Edwards, 28, Upper High St., Epsom 9400. (8129)
CORBITT & TAYLOR urgently require all types Austin.—22, Conduit Mews, W.1. Amb. 6049. (0862)
BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (7939)
WEYBRIIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235. (054)
HARLES RICKARDS, Ltd., wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. (772)
JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. (0919)
JOHNSTONS SERVICE GARAGE urgently require all makes Austin cars.—1a, Midway Ave., Canonbury 6666-7-9. (3439)
 AUSTIN 8, 10, 12 and 16hp saloons, late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell St., S.W.1. (0862)
 1938-39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. (0313)

Austin Spares and Service
NORMAND, Ltd.,
 HAVE your car serviced by the experts.
 SATISFACTION guaranteed.
 NORMAND, Ltd., 405-9, King St., W.6. Riv. 3565. (0358)
C. G. NORMAN & Co.
 AUTHORIZED Austin dealers.
 SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.
THE CAR MART, Ltd.,
 LONDON distributors, spare parts for all models, cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., Ealing, W.5 (Ealing 6717).
 F. Burham, Bucks. 94.
 FOR Austin mudguards, running boards, 1931-39. Brooks, 63, Queens Rd., Brighton. (0362)
ARKER'S MOTORS (LONDON), Ltd., Tel. Balham 6666 for Austin spares, sales and service.—205, Balham High Rd., S.W.17. (0504)
BROCKHURST GARAGE.—Harrow agents for Austin; sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561.
 AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2632, 2628 N.
 AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list applied to.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22676.
 AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 28, High St., S.W.19. Wim. 0123. (0414)
PRYNN & STEVENS, Ltd., the South London Austin sales, service, spares, reconditioned units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. (0194)

BENTLEY (3½ & 4½-litre)
JACK BARCLAY, LIMITED,
 LARGEST Official Retailers of Rolls-Royce and Bentley. Stock List of used models on request to Bentley, Ltd., 22, Grosvenor St., London, W.1. Tel. 12-13. Tel. Mayfair 1444. (0057)
HOFFMANN'S GARAGE, Ltd.,
 HUDDERSFIELD Rd., HALIFAX.
 GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
 PROUD members of the Swain Group.
 NATIONAL Motoring organisation.
 1949 (April) Mark VI 4½-litre 2-door semi razor-edged saloon by James Young. Ref. H.4093.
 1948 Bentley Mark VI 4½-litre sports saloon by H. J. Mulliner. Ref. H.4553.
 1938 Bentley 4½-litre sports saloon by Park Ward.
 1938 Bentley 4½-litre sports saloon by Park Ward. (black and maroon). Ref. H.4447.
 ALL cars carry our unique six months' guarantee. Please write or phone for details to:—
HOFFMANN'S GARAGE, Ltd.,
 HUDDERSFIELD Rd., HALIFAX.
 TEL Halifax 5944 (7730)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4½-litre)

FOX.
OFFICIALLY appointed retailers of Rolls-Royce and Bentley cars.
1949 standard saloon Bentley Mark VI chassis; painted black, brown leather upholstery; mileage under 5,000.
H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, London, W.1. Tel. Regent 7657. [7670]

MANN EGERTON & Co., Ltd., offer:—

BENTLEY MK. VI steel saloon, black with grey hide upholstery, 12,000 miles, in immaculate condition throughout.
14, Berkeley St., London, W.1. Regent 2073. [7930]

RIPON.
RIPON BROS., Ltd.

NORTHERN Bentley Specialists.

1948 Mark VI Standard saloon, black with blue leather upholstery.
1948 Mark VI Standard saloon, black with beige leather upholstery.
1947 Mark VI Standard saloon, black with grey leather upholstery.
1939 4½-litre with overdrive fitted special 4-door sports saloon by Rippon.
1934 4-door sports saloon by Park Ward, black with green leather upholstery.
For further particulars contact the largest Bentley distributors.
RIPON BROS., Ltd. Huddersfield 6340 (5 lines). [0906]

SWANMORE CAR SALES.

1947 (Nov.) Bentley Mark VI S.S. saloon, 30,000 miles.
1937 Bentley 4½ Park Ward, black and sand. H.M.V. recent Bentley overhaul.
1936 Bentley 3½ Thrupp & Maberly 4-door sports saloon, east-de-nil.

EXCHANGES and terms.—Swanmore Garage, 1176-80, E. Churchchurch Rd., Bournemouth East. Tel. Southbourne 1022. [3404]

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

MARK VI Bentley special Hooper saloon, finished primrose and black with brown upholstery, mileage 9,000; first registered October, 1949 (owner's car. B.M.T.A. permission); a most attractive car.

MARK VI Standard Bentley saloon, finished black with brown leather, low mileage; first registered April, 1948.

MARK VI Standard Bentley saloon, finished dual grey with blue leather, mileage 38,000; first registered November, 1947.

4½-litre Bentley razor-edged sports saloon by Mann Egerton, finished black with blue leather, first registered January, 1939.

4½-litre Bentley All-weather by Thrupp & Maberly, finished grey with mohair hood; first registered 1937.

DETAILS of new and used Bentley cars for reasonable delivery on application.

UDLEY HOUSE.

NORTH Audley St., W.1. Mayfair 5242. [7888]

AROLD RADFORD & Co., Ltd.,

INVITE you to call and inspect their unique selection of Bentley cars.

AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [1428]

MASCOT MOTORS, Ltd., offer the following:—

1935 3½-litre Park Ward sports saloon; £1,150.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [7133]

LARGE stock of 3½-4½ Bentley cars for disposal.

R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines).

CHARLES POLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers offer:—

1948 Bentley MK VI Standard all-steel saloon, black, brown leather, 21,000 miles, superb condition; £3,400.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413.

1936 delivery 4½-litre Bentley fitted with sports saloon body by Mulliner, colour grey with grey leather upholstery.

1935 delivery 3½-litre Bentley Park Ward sports saloon, blue with blue leather. South Kensington, W.8. S.W.7. (Ken. 3477-8). [6303]

1949 Bentley MK VI saloon, 9,000 miles, one owner, in excellent condition; £2,450.

1937 Bentley 3-4, Warwick St., W.1. [8277]

1937 Bentley super attractive Gurney Nutting sedan, colour K.T. series, excellent chassis; £1,575.—Crawley. Western 6015. [8236]

1939 4½ Bentley (overdrive), 50,000 miles, Park Ward saloon, black; £2,400.—Walsh, Dippenhall, Farnham, Surrey. Tel. 6319. [8413]

4½ Bentley G.A. series 4-door sports saloon by Van Vooren, in exceptional condition, most interesting history; £1,165.—Crawley. Western 6015. [8235]

1935 3½ Bentley Park Ward saloon, perfect condition, H.M.V. radio; £1,175.—"White-walls." Keshurst Ave., Cooden. Tel. Cooden 600. [8391]

1938 4½ Bentley L.S. series, full razor edge saloon by Park Ward, just completely serviced, in beautiful condition; £1,875.—Crawley. Western 6015. [8237]

4½-litre razor-edge pillarless sports 4-door saloon by Park Ward, June, 1937, black, grey hide upholstery, a most attractive car in exceptional condition.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.1. Speedwell 0011. [8197]

BENTLEY (3½ & 4½-litre)

1935 Model 3½-litre Bentley Park Ward sports saloon, very attractive car; £985.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. [8516]

NEW and second-hand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, St. James's St., S.W.1. Official retailers for Rolls-Royce and Bentley cars. [0904]

WORKING MOTORS (MAYBURY HILL), Ltd. (Working Motors), offer: £985, 1934 3½-litre Bentley sports saloon by Barker, recently checked over by Bentley agents. [0904]

£1450—1937 4½-litre Bentley sports saloon by Barker, Park Ward, colour black-blue leather, chauffeur kept. [5013]

1934 Bentley 3½-litre drop head coupe by Barker, in extremely good condition; £1,050.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [6411]

1937 Bentley 4½-litre Bentley sports saloon in first-class condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7989]

CENTRAL GARAGE (CROYDON) offer December, 1936, Bentley 4½-litre, 4-door saloon by Vanden Plas, black, brown hide upholstery; £1,650.—Central Garage, Tel. Croydon 7424.

ROLLS-BENTLEY 3½-litre 4-door saloon, in excellent order beautifully maintained, 2 owners, taxed year; £950.—Frank Dale, 68, Princes Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [8151]

1937 Bentley 4½ sports saloon by Thrupp & Maberly, black with beige leather beautiful condition, 46,000 miles, client taken delivery of new model, will accept £1,750.—Badger Garages Blandford, Dorset. [6673]

1936 Bentley 3½-litre Thrupp & Maberly saloon, 50,000 miles only since new, one owner, in very attractive condition; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1165. [6247]

£975.—The prettiest 3½-litre Rolls-Bentley in the country, sports sedan de ville, flared wings, discs, radio, etc., really should be seen by anyone requiring something out of the ordinary, taxed 1934-5 model.—Hamstead 4593. [8526]

BARGAIN for quick sale as getting new car—1935 Bentley 3½-litre dark grey d.h.c. by Young of Bromley, exceptional condition, new hood, only two owners, chauffeur maintained throughout, not yet had rebore, extremely smart, luxurious car, inspect Reading; £1,200. Box 18562.

£1000.—3½-litre Bentley sports saloon, 1934 model, black with brown hide upholstery, exceptional fine coachwork and mechanical condition; almost new tyres; demonstration and terms arranged.—J. Martin (1914), Ltd., 103, St. Leonards Road, Windsor 349. [8534]

1948 4½ Bentley grey leather saloon, finished metal, 11c grey with grey leather upholstery, fully equipped with heater, H.M.V. radio, etc., mileage 12,000, serviced by Bentley Motors, Ltd., mechanical modifications to 1950 specification incorporated also wheel spats, present head lamp dipping, etc., etc., quite as new; £2,550.—Gordon, 69, Broadwalk, E.18. (Wanted head 18555)

NAYLOR & ROOT, Ltd.—1935 3½-litre Bentley 4-door sports saloon by Mulliner, colour black and grey, brown hide upholstery, completely reconditioned throughout, 4 new tyres; this car is probably the finest specimen in the country; open to any trial or examination; 3 months' guarantee; choice of 250 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [8002]

1937 4½ Bentley semi-razor edge sports saloon by Thrupp & Maberly, colour black, interior brown leather, fawn head lining, walnut instrument panel and filets, tyres new, many extras include mascot, two tone trumpet horns, Lucas spot and fog lights, swivelling signpost light, 4c disc, special sun visors, 40-guinea H.M.V. push button radio, complete set tools, badge bar, front and rear bumpers, any trial or examination free.—R. Moss, 42, Queen St., Maidenhead, Tel. Maidenhead 2642. [8226]

1935 (13/4/35) 3½-litre Bentley 4-door 4-light sports saloon, H. Mulliner built, colour black upholstered in best leather hide, bucket seats front, drop arm-rest rear, very attractive and spacious rear luggage boot, sunshade roof, F.100 headlights, ride control, genuine mileage 55,000 only, spot light, engine chrome plated twin electric horns, burled walnut interior filets (now being repolished); the engine of this machine is particularly good, the general appearance exceptionally pretty appearance, taxed for year, practically brand new tyres all round; price £995; any trial anywhere. [8535]

J. ALEXANDER, Ltd., 190, Deansgate, Manchester. 3, Tel. Deansgate 4795-6. [8035]

BENTLEY (other than 3½ & 4½-litre)

6½-litre Bentley sports saloon, streamlined, new tyres, first registered 1938; £750; terms, exchanges.—Moreton Garages, 61, Albert Embankment, S.E.1. Reliance 4016. [5184]

8-litre Bentley short chassis, as new, specially built for private owner who wishes to dispose also of long chassis 4-door close-coupled saloon, reasonable offers invited.—Bridge House, Broxbourne, Herts. Tel. Hoddeston 3317. [8593]

Bentley Cars Wanted

OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group Companies, London offices, H.R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax. York, Tel. Halifax 5944. [0515]

THE CAR MARL, Ltd., wish to purchase Bentley cars, 360, Euston Rd., N.W.1. Euston 1212. [0958]

J. MARSHALL.

WANTED, Bentley 3½- and 4½-litre, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Watford 2561. [4287]

ROWLAND SMITH'S the Bentley buyers.—Hannstead High St. (Hamstead Tube), Ham. 6041

Bentley Cars Wanted

R. C. WIMBUSH, Ltd., require a carefully used post-war Bentley saloon.—312, Earis Court Road, S.W.5. Fremantle 8401. [77674]

CENTRAL GARAGE, CROYDON are interested in receiving details of Bentley cars for disposal.—Fell Rd., Croydon, Tel. Cro. 7464. [12723]

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Lav. 3362. [7453]

RIPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0907]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0613]

CHARLES POLLETT, Ltd., Officially appointed Bentley saliers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works & stores.—12, Wellesley Ave., W.6. Riv. 1413. [8367]

Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types.

WORKS.—Lombard Rd. Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624]

W. W. COOPER, Ltd., Catherine St., St. Albans 4345.

SPARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire, just out of new model.

CHARLES POLLETT, Ltd., Officially appointed retailers and repairers.

SHOWROOMS.—18, Berkeley St., W.1. May. 6266

SPARE parts.

SERVICE.—12 Wellesley Ave., W.6. Riv. 1413. [8367]

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 28, Upper High St., Epsom 9400. [8135]

BRISTOL

A.F.N. Ltd.,

JOINT distributors for London, Home and Eastern Counties; also Berkshire, Bedfordshire and Buckinghamshire. Large stock of cars for all types.

1949 Bristol saloon, 400/85A, metallic green, one owner, mileage 7,000, radio, passed by manufacturers.

1948 Bristol saloon, 400/85A, metallic green, one owner, always serviced by us.

FULL particulars on request.

FALCON Works, London Rd., Isleworth. Hounslow 0011. [6405]

FUM Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0166]

KEVILL DAVIES & MARSH, Ltd.,

OFFICIAL Bristol retailers.

41—42 Hay's Mews, Berkeley Sq., W.1. Gro. 2563. [0296]

SAUL & SLATTER, Ltd., offer:—

1948 Bristol 2-litre 400 saloon, immaculate condition, 9,000 miles; £1,850.—44-46, Alderman Hill, N.15. Tel. Grn. 1203-7173. [8049]

KEVILL DAVIES & MARSH, Ltd., offer:—

1947 Bristol 400 saloon, green, beige upholstery, first class condition.

41—42 Hay's Mews, Berkeley Sq., W.1. Groverner 2563. [8273]

CHARLES CRICKSHANK MOTORS, The Centre, Bristol, Tel. 25580.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490]

SCOTLAND and Northern England; consult the enthusiasts—James H. Galt, Ltd., The Distributors, 22, Woodlands Rd., Glasgow G.7. Tel. Douglas 7596.

GEORGE NEWMAN & Co. (B.TON), Ltd., Bristol distributors, offer type 400 2-litre saloon, maroon/beige leather, negligible mileage.—39-40, Old Steine, Brighton 28102-3. [8033]

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 468. [7133]

1948 black saloon, engine recently stripped and passed by manufacturers, since done 3,000 miles and now run in; heater, radio, immaculate, new with 3 months' guarantee £1,800.—Mitchell-Dormer's Farm, Bletchingley, Surrey. Bletchingley 315. [7618]

Bristol Cars Wanted

A.F.N. Ltd., will purchase Bristol Type 400 saloons.—A Falcon Works, London Rd., Isleworth, Middlesex. Hounslow 0011. [4613]

Bristol Spares and Service

JAMES H. GALT, Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73, Dobbies Loan Glasgow C.4. Tel. Douglas 9638. [0458]

COMPLETE overhauls, repair, service and spares for British Salmoen cars.—Naynes Park, London, S.W.1. Tel. Wimbledon 0185. [0845]

BROUWER SUPERIOR drop head saloon, 29hp, 1936 perfect condition, any trial, offers.—Arthurh Garage, Oswestry, Tel. 43. [8367]

295 gns.—B.S.A. Scout—1939 model 10hp Series 8 sports 2-seater, metallic blue, blue leather, very good condition; year's tax; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [8488]

125 gns.—B.S.A. 1934 3hp Peerless fourseater coupe, black, sliding head, red leather, prespector, fluid flywheel, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [8489]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

B.S.A. Cars Wanted

ROWLAND SMITH'S, the B.S.A. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.
RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5135]

B.S.A. Spares and Service
BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.I. Langham 7753. [10144]

BUGATTI
TYPE 43, four-seater full roller bearing supercharged engine, aluminium wheels, new tyres, extensively reconditioned, a specimen sports car; £500.—Mitchell, Dormer's Farm, Bletchingley, Surrey. Bletchingley 715. [7619]

—3.3-litre 8-cylinder Bugatti with super open 4-seater coachbuilt body by Corsica, car completely rebuilt throughout, new tyres, Bugatti aluminium wheels, 2 seats and full tonneau covers, ride control, Zeiss headlamps, a beautifully flexible car with maximum of 100mph. [7922]

BRIAN FINGLASS, Bugatti sales and service, 2, Pembroke Mews, Baywater, W.11. Baywater 3951. After 6, Tulse Hill 4755. [7129]

Bugatti Spares and Service
J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maids Vale 1351. [10071]

BUICK
SIMPSON'S MOTORS offer.—

1937 Buick special foursome drop head coupe, immaculate, £425. [7623]
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. [1754]

JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Buick 51 super saloon, colour blue, l.h.d., 23,000 miles, grey cloth upholstery, fitted with heater. [7624]
1948 Buick 51 super saloon, r.h.d., low mileage. [7625]

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michellins). Ken 4858.
£395—Buick 8-seater limousine, immaculate, not a hire, very low, 135, Crickwood Broadway, N.W.2. Gladstone 2225. [7922]

£350—1937 Buick 31hp saloon, magnificent throughout.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. [7626]

1939 Buick Roadmaster convertible sedan l.h.d., in excellent order, suitable foreign visitors or Continental touring; £675 or near offer.—Reigate 2261. [7627]

£750—1939 Buick 8 drop head foursome coupe, steering column gear shift, immaculate.—Autowork (Winchester), Ltd., Winchester. Tel. Winchester 4854-5406. [7927]

BUICK Super 51 saloon, two-tone, beige colour, r.h. drive, first regd. July, 1948, free Customs Bond July 16th, 1950, laid up most time due basic ration like new, £2,250.—Cowner, 11, St. Ninians Road, Prestwick, Tel. 7626. [8452]

BUICK 27hp six-seater, left-hand drive, 1931, registered London 1937, mileage 27,700, taxed two years since 1937, excellent mechanical condition, two spare tyres, new transmitters wiring, what offer?—20, Park Avenue, Potters Bar, Tel. Bows Park 4505 or Potters Bar 3115, after 5 p.m. [8386]

1939 Buick Century 6-seater saloon, one owner, 22,000 miles, fitted radio, in absolutely perfect and as new condition throughout, proprietor's own car, maintained Lendrum & Hartman; £825; delivered anywhere in England.—Tuck, Speedway Service Station, St. Georges, Weston-super-Mare. Tel. Weston 3506. [7757]

ALPE & SAUNDERS require 7-seaters also offer 100 Limousines. (Lists posted). [7758]

LIMOUSINE, 1937, Double Enclosed, 8-forward, radio, 1946-condition, black, £795. Below. [7759]

LIMOUSINE, 1939, partitioned, 7-forward, black, 31,000, unquestionable condition, radio, privately owned, reasonable cost, Seen.—Providence Court, Grosvenor Square, 2941-Mayfair. [8101]

Buick Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick Wembley 3903. [7928]

CASH immediate for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8120]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Grosvenor House, Albemarle St., London, W.1. Regent 7121. [8034]

1938/9 Buick saloon, must be in good condition, with genuine small mileage.—"Southside," Woodlands Ave., Horechurch, Essex. Tel. 662. [6451]

Buick Spares and Service
BUICK sole concessionaries, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10141]

CADILLAC
JOE THOMPSON (MOTORS), Ltd., offers:—

1947 Cadillac 60 special 4-door saloon, very low mileage, immaculate car. [7929]
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michellins). Ken 4858. [11586]

1939 Cadillac sports saloon, magnificent condition throughout, £875.—Sidney Marcus, Ltd., 33 Sloane St., S.W.1. Tel. Sloane 3557-6970. [8315]

TWO post-war Cadillac, 1947, 1948, both 2-door sports saloons, type 61 and 62, with hydraulic front and 19,000 miles, in the usual magnificent condition, with all luxurious extras at most reasonable prices.—Crawley, Western 625. [8294]

Cadillac Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903. [7996]

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Grosvenor House, Albemarle St., London, W.1. Regent 7121. [10004]

Cadillac Spares and Service
CADILLAC sole concessionaries, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [10142]

CHEVROLET
CHEVROLET, 1942, r.h. drive, works replacement engine just fitted and car recellulosed, £10 tax; £595.—Spencer Bros., Weston Garage, Bath. Tel. 7357

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chevrolet Fleetline saloon. [1598]

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michellins). Ken 4858. [1598]

1937 Chevrolet saloon, black, in excellent condition, good tyres; 2540rs. [1598]

DOUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352. [15249]

1937 Chevrolet 30hp saloon, Bedford, very clean exterior and interior, taxed year, bargain; £375.—Chiswick, Rogers Garage, 72, Chiswick High Road, W.4. Chiswick 4815/5. [1551]

1946 (first registered 1947), £10 tax, Chevrolet 4-door saloon, left hand drive, heater, 30,000 miles; £295.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7956]

MUST be sold, Chevrolet, 1942, first registered 1948, £10 tax, new-look body, l.h.d., hand gear change, only want seeing at price £700 or nearest, condition Sparch Hollow, Maybank, Newcastle, Staffs. [8398]

Chevrolet Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet Wembley 3903. [7997]

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7957]

Chevrolet Spares and Service
CHEVROLET spares and repairs for private vehicles only; distributors for London & Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7958]

CHRYSLER
JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chrysler Town and Country. [74719]

1947 Chrysler New York saloon. [74719]

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michellins). Ken 4858.
1939 Chrysler Plymouth saloon car, 23hp, 5 seats, colour blue with beige cloth upholstery, excellent condition, recent heavy overhaul, reconditioned engine, new tyres, mileage 54,000.—Offers and appointments to view, Box 5074. [7659]

Chrysler Cars Wanted
ROWLAND SMITH'S, the Chrysler buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903. [7996]

FIRST-CLASS Chrysler cars urgently wanted.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds 7. Tel. 43405. [0567]

SEATERS 1937/39 Royal-Wimborne-Dodge, privately owned limousines required, Alpe, Providence Court, Grosvenor Square, Mayfair 2941. [8091]

Chrysler Spares and Service
CHRYSLER spare parts and engines for all models N.W.8. Pri. 0141. [74719]

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234. [7628]

CITROEN
H. W. MOTORS, Ltd.,

THE Citroen specialists offer:—

1946 Light 15 de luxe saloon, metallic green, beige upholstery, new tyres; £685. [7629]

1947 Light 15 de luxe saloon, black/carm, brown upholstery, new tyres; £775. [7630]

1947 Light 15 de luxe saloon, black, brown upholstery, new tyres; £775. [7631]

1940 23hp 15 de luxe saloon, black, brown upholstery, a magnificent vehicle in equal to new condition; £950. [7632]

WE especially welcome all owners and prospective owners of Citroen cars and our very considerable service facilities are at their disposal. [7633]

H. W. MOTORS, Ltd., Walton-on-Thames 783 & 1437. [8064]

JAMES SIMPSON (SALES) offer:—

1939 Citroen, exceptionally good condition, both body and mechanically, must be seen to be appreciated; £525. [7634]

JAMES SIMPSON (T.C. MOTORS), Ltd., 244, Brompton Rd., E.W.3. [7635]

CHIPSTEAD MOTORS, Ltd.—See advert. under "Sports Cars." Advt. No. 6200. [6201]

BRAY MOTORS, 180-184, West End Lane, N.W.6. [7510]

1948 Citroen Light 15, black, brown leather, 15,000 miles, faultless; £875.—The Hindhead Motor Works, Ltd., Hindhead, Tel. 665. [8036]

CASS'S MOTOR MART,—1940 Citroen 12.8 saloon, speedo reading 25,000, superb condition, written guarantee.—S. Warren St., W.1. Euston 4110. [6320]

1939 Citroen big 15 saloon de luxe, exceptional condition throughout, black with red leather, £465.—Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 036. [8328]

1939 Citroen II 4-door de luxe saloon, in really excellent condition throughout, recently overhauled; £465.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6677-8. [8220]

1938 Citroen, super modern saloon, black, brown upholstery, chromium good, coachwork excellent, marked, good carpets, 2 new tyres, mechanically sound, amazing performance; £400.—68, Pine Avenue, Gravesend. [8421]

1940 20hp 6-cyl Citroen saloon colour silver with red leather, recent overhaul, nearly new tyres, special large head lights, twin spot lamps, twin horn, Fram oil filter, etc.; £575.—Working Motors (Maybury Hill), 12, Epsom Rd., Epsom, Surrey. [8474]

JOHN S. TRUSCOTT, Ltd., for really good Citroens, only first-class examples are offered, present stock includes one 1947 saloon, 16,000 miles, and one 1948 saloon, 15,000 miles, exchanges, deferred terms.—175, Westmore House, 175, Paul Temple's estate, film, must be seen; nearest £700.—Derwent 2586. [8372]

1948 Citroen de luxe saloon, superb condition, polished cylinder head, oil and water gauge, battery charger, plug immersion heater, Runbaken oil, oil demister, heater, exhaust silencer, mileage 12,000, 6250—Clyne & Derwent Ave., Southport, Lancs. 74. 87585. [8372]

Citroen Cars Wanted
THE CAR MART, Ltd., wish to purchase Citroen cars 320, Euston Rd., N.W.1. Euston 1212. [10712]

C. G. NORMAN & Co.
CITROEN Sole distributors for the County of London

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-8. [10353]

POST-WAR Citroen required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. [10353]

W. MOTORS, Ltd., always require first-class Citroen cars.—Tel. Walton-on-Thames 783 and 1437. [7959]

ROWLAND SMITH'S, the Citroen buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.
JOHN S. TRUSCOTT, Ltd., urgently require first-class Citroens.—175, Westbourne Grove, W.11. Bay 4276. [7960]

AGE SERVICE STATION (LONDON), Ltd., provide for cash all Citroen cars.—North Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [8774]

Citroen Spares and Service
C. G. NORMAN & Co.
CITROEN sole distributors for the County of London. Citroen spares and service. 50, Vauxhall Bridge Rd., S.W.1. Victoria 7611-6. [10756]

SOUTH of the Thames.
BALES of Citroen.—Distributors and specialists for over 25 years. Tel. Croydon 5131-2. [10131]

BRING your used cars to the Citroen specialists; we will recondition as new. [10131]

THE HEADINGLEY MOTOR & ENG. CO., Ltd., & W. MOTORS, Ltd., 26267-8, Grams, Truitt & WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4865.—Citroen spares, reconditioned drive trains, 48-hr. service. [7636]

CITROEN specialists' breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29/30, Elvaston Mews, S. Kensington, S.W.7. Western 6574. [10746]

Cspecialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnhurst Garage, Ltd., Beesley Heath 725. [10746]

CONNAUGHT
RODNEY CLARKE would consider offers on £1,500 for his two-seater competition Connaught; maximum speed over 120mph, latest 1950 modifications incorporated; a car for serious competition work, in either sports car racing or Formula II; reason for sale, too many other irons in the fire. [7666]

CONNAUGHT ENGINEERING, Portsmouth Road, Send, Surrey. Telephone: Ripley 3178. [7666]

CROSSLY
£275—Unusual Crossley 1½-litre de luxe saloon, immaculate modern bodywork, excellent performance, de luxe and expensive motor car at low price, very smart modern looks, literally looks over £600, fitted oil coil, special shock absorbers, wheel discs, etc., hire purchase, exchanges; 3 months' guarantee. [8234]

LAMAR of Wood Green, Caxton Rd., N.22. Epsom Park 4144. [8234]

DAIMLER
CHARLES POLLETT, Ltd., offer:—

1950 Daimler 2½-litre Barker drophead coupe, black, brown leather, heater, radio, 2,400 miles only, as new; £1,850; B.M.T.A. permission to sell, 18, Berkeley St., W.1. May 6266. [7637]

SERVICE Works and Stores, 12, Wellesley Ave., W.5. Riv. 1413. [7638]

STRATSTONE, Ltd., the Daimler Specialists. [7639]

1948 Daimler 2½-litre saloon, grey with red leather, one owner, 8,000 miles, as new throughout; £1,475. [7640]

1947 Daimler 2½-litre saloon, black with brown leather, low mileage, radio, heater, excellent condition; £1,375. [7641]

1946 Daimler 2½-litre saloon, black with red leather, one owner, carefully maintained; £1,150. [7642]

1939 Daimler EL-24hp saloon, black with fawn leather, a most attractive, roomy car for the owner price; £885. [7643]

STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404). S. Service, 7, Herbrand St., Russell Square, W.C.1. (Terminus 7644). [7644]

1946 2½-litre Daimler saloon, in grey and black, small mileage, an attractive car. [7645]

LANCFIELD COACHWORKS, Wrenfield Place, W.1. Leobro 2951. [8457]

1938 25hp Daimler Straight 8 saloon, 20,000 miles only; £650.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 243. [7646]

1948 2½-litre Daimler saloon, black with brown leather, radio, in excellent condition.—J. Stefani, 63, Greywater Ave., Swindon. [7762]

1948 2½-litre Daimler saloon, radio, £340. [7762]

1948 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [7959]

S. PINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service. [7960]

DAIMLER Hous. Bournemouth. Tel. 5405. [70544]

1937 Daimler 17hp Mulliner sportsman's saloon, recently completely overhauled, recellulosed metalwork, grey with black leather, £754. [7744]

1937 Daimler 20hp saloon, easy clean wheels, immaculate condition, taxed end of year; £820.—Victoria Machine Tool Co., Ltd., Victoria Works, Victoria Rd., Willesden, London, N.W.10. [7774]

1933 Daimler 15 drop head coupe, finished in black, red leather upholstery, in exceptional condition throughout; £200; 3 months' guarantee.—Tantard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [7961]

1949 modification 36hp Daimler, 8,000 miles, Hooper razor-edged saloon, electric drive, black, blue leather, radio and every luxury, magnificent motor car.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557. [5994]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DAIMLER limousine, Barker body, 32hp, Straight 8, immaculate condition, mileage 16,719, chassis left works 1936, first registered 1946 (June), £10 tax, beautifully maintained; £1,250.—Spencer Bros., Frognor St., Bristol, 1. Tel. 23258.

E double enclosed limousine, chauffeur's division, forward occasional, finished dark blue and black, very low mileage, almost new tyres, taxed, in exceptional condition throughout. Enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (9157)

Daimler Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Daimler cars—150, Park Lane, W.1. Grosvenor 3434.

R **L. 34** 20hp urgently required.—J. B. Taneborne, 30, Walton Row, S.W.1. Helene 4665.

R **OWLAND SMITH'S**, the Daimler buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

C **ASH** immediately for good Daimler.—H. F. Edwards, 154, St. Titchfield St., W.1. Leatham 0012. (8121)

C **WANTED**, 24hp E.L. type Daimler limousines; state full particulars.—Fingland's, 213, Wilmslow Rd., Manchester 14. Rushmore 2994.

L **IMOUSINE** Modern 24hp-32hp urgently required. Cash. Details Please:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. (8092)

Daimler Spares and Service

A **ROOT MOTORS, Ltd.**—Pres-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (1028)

C **ROYDON**—Donald Vince & Co., Ltd., Daimler & Lanchester specialists for sales and service.—Kinderminster Rd., Croydon 5775.

S **PECIALISED** Daimler gear box service; all types quick deliveries, guaranteed work, spare parts supplied. H. & A. Engineering, 35, Grant Rd., Croydon. Addiscombe 5101.

D **AIMLER** and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, baskets etc. for the Daimler sleeve valve series.—Alena, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 4874.

DELAGE

M **AGNIFICENT** Delage Straight Eight (D.8) d/h coupe in immaculate order and condition throughout. 1935 model not used for over 10 years, total mileage under 35,000, five brand new tyres, telecontrolled shock absorbers, new battery, etc., just been put on road again, one owner, seen Cheshire; private £650.—Box 5136.

T **ANKARD & SMITH, Ltd.**, offer 1933 Delage D.8.75 chassis fitted with very attractive sports 4-door saloon, this car has been stored for many years and the speedometer reading of 18,000 is believed quite genuine, finished in black with chromium waistline, upholstered in very soft brown hide, total gear box, servo brakes, radio, and many other refinements, a superb car with wonderful performance; £775; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. (7715)

Delage Cars and Service

S **ELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).

R **APID** repairs and parts for Delage.

S **OLE** concessionaires for Great Britain, etc.

H **EAD** office, 82, Park St., W.1. (6493)

W **E** buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood, N.W.8. Malvern 027.

U **NIVERSITY MOTORS, Ltd.**, 7, Hertford St., London, W.1. Delage specialists; all facilities and pre-war factory training to carry out mechanical, electrical, and coachwork repairs; large stocks of genuine spares.—Tel. Grosvenor 4141. (10501)

Delage Spares and Service

S **ELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).

S **OLE** concessionaires for the famous Delage cars.

U **S.A.** and other overseas enquiries invited.

H **EAD** Office: Regional House, 82, Park St., W.1. (2407)

D.K.W.

B **& M. GARAGES, Ltd.**, for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £50/10; sleeved cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. (10016)

D.K.W. Spares and Service

N **EW** big-ends and mains fitted to D.K.W. crankshafts.

C **. P. SMITH & Co.**, 83-85, St. John's Hill, Clapham Junction, Bat. 0871. (10068)

DODGE

J **OE THOMPSON (MOTORS), Ltd.**, offers:—

1947 Dodge saloon.

J **OE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4858.

1947 Left-hand drive Dodge saloon, fitted loose covers and radio colour black; £985.—Claytons Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). (8511)

Dodge Spares and Service

D **ODGE** specialists repair spares, exchange engines. Church Road Engineering Co., Ltd., Dodge Distributors, Haddleigh, Essex. Tel. 58474/57127. (10192)

D **ODGE** specialists, repairs, spares, exchange engines service.—Dodge Motors (London), Ltd., Balham High Rd., London, S.W.12. Tel. Balham 2254. (10363)

FIAT

C **HIPSTEAD MOTORS, Ltd.**—See under sports cars, advert, No. 8045.

F **AT** 500 coupe, taxed, good condition; £200 or near offer.—Tel. Finchley 3117. (18524)

F **AT** Balilla 1089cc-engined, sports 2-seater in excellent order throughout. £200.—Box 5055. (7613)

1938 Fiat 500 cabriolet, brown, taxed year, in excellent condition; £275.—Bath, 2, Park Walk, Chelsea, S.W.10. Flaxman 9611.

P **ERFORMANCE** CARS of Daleham Mews, Beiside Lane, N.W.3 (Ham. 8707), offers two 1937 Fiat 500 cabriolets; see under "Sports Cars." (7436)

FIAT

1938 Fiat model 508C saloon, one owner, genuine 2,600 miles only, good condition throughout; £275.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (8276)

R **OX & NICHOLL, Ltd.**, have 1939 Fiat 500 models. Fiat 1100 pillarless saloon, sun roof, in very good condition; £325.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6307 and 1520.

1938 good condition; £325.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6307 and 1520.

F **AT** 500 1937, 15,000 miles only, laid up many years, new large batteries, oil cleaner, a really good one; £295.—Jones, 24, East St., Farnham, 5673. (18374)

175 cc.—Fiat 500 1938 convertible coupe, maroon, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (8490)

T **ANKARD & SMITH, Ltd.**, offer 1940 Fiat 1,100 d.h. four-seater coupe in cream with beige leather, a very well kept car in faultless condition; £375; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. (7715)

M **AYFAIR GARAGES, Ltd.**, 1939, 500 chv Sciatia de luxe convertible coupe, recellulosed, 2-tone beige and brown, 5,000 miles only since complete overhaul, u/c, carburettor, Lucas distributor, Hardy Spicer needle u/s, Romac road, extremely smart car in outstanding condition throughout; 3 months' guarantee; £395.—Below.

M **AYFAIR GARAGES, Ltd.**, April, 1939, 500 super-charged de luxe convertible coupe, black and beige, bumpers, new tyres, coach work and chassis completely recellulosed, 15,000 miles, exceptional road performance, very smart car, 3 months' guarantee; £375.—Below.

M **AYFAIR GARAGES, Ltd.**, registered March, 1939, 500 fixed head coupe, de luxe, black and beige, good tyres; well preserved smart car in exceptional condition throughout; 3 months' guarantee; £295.—Below.

M **AYFAIR GARAGES, Ltd.**, 1938 model, 500 convertible, black and silver with red leather, reconditioned engine 2,000 miles ago, new mats, new battery, very smart car; 3 months' guarantee; £285.—Below.

M **AYFAIR GARAGES, Ltd.**, choice of 18 Fiat stock in various colour schemes from £225-£395.

M **AYFAIR GARAGES, Ltd.**, Fiat sales and service, Balderton St. (opp. Seltridges' clock), Mayfair, W.1. Mayfair 3104/5. (7663)

Fiat Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Fiat cars.—320 Euston Rd., N.W.1. Euston 1212. (10560)

R **OWLAND SMITH'S**, the Fiat buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041. (10633)

C **ASH** immediately for good Fiat.—H. F. Edwards, 154, St. Titchfield St., W.1. Leatham 0012. (8120)

M **AYFAIR GARAGES, Ltd.**, Balderton St. (opposite Seltridges'), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call. (7448)

Fiat Spares and Service

F **AT** 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors 165a, Waterbourne Grove, W.11. Tel. Bay 1644. (7716)

F **AT** (ENGLAND), Ltd., West Road, Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651.

F **AT** 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing all models.—Derrington, 159, London Rd., Kingston 5621-2. (7383)

B **. D. J.**, offer a complete service for your Fiat 500, including re-spraying, re-trimming and a 24-hour exchange engine service including smashed engines, from £37/10, plus fitting; engines for sale, used £50, reconditioned £77/10.—B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. One minute Harrow Metropolitan Temporary, Tel. Byron 1818. (10570)

FORD (8 h.p.)

C **AR MART, Ltd.**

F **ORD** 8 1949 Anglia saloon, 1,000 miles; £635.

F **ORD** 1949 Anglia, fitted with 10hp engine, 7,000 F miles; £650.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (7822)

P **ERRY'S OF HARROW**

H **AVE** an excellent selection of post-war 8hp saloons available.

P **HONE** Harrow 1031 for details.

W **. HAROLD PERRY, Ltd.**, Station Bridge, Wealdstone, Harrow, Middlesex.

F **. (BALHAM), Ltd.**, offer:—

170 cc.—1936-7 Ford 8 saloon, excellent condition, original paintwork, good tyres, a trial; choice of two.—2c, Balham Hill, S.W.12 (100 yards Clapham South Tube.) Battersea 3117. (7976)

H **. A. SAUNDERS, Ltd.**, offer:—

1949 Ford 8hp Anglia saloon, 4,000 miles; £655.

H **. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (8059)

A **LLAN TAYLOR MOTORS, Ltd.**, offer:—

1946 Ford Anglia saloon; £435.

H **IGH** St., Wandsworth, S.W.18. Tel. Putney 6431. (8557)

1949 Ford 8 Anglia saloon, 3,000 miles.

G **UY ALFREDS & Co., Ltd.**, 6-7, Warren St., W.1. City 3268. (7013)

1939 Ford 8 saloon, recellulosed, re-upholstered, new main splendid chassis; £325.

M **AGDALEN MOTORS, Ltd.**, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. (7169)

1938 Ford 8 saloon, taxed Dec., excellent condition; £285.—Perce Rye, 495, Fulham Rd., S.W.6. Fulham 3643. (10190)

FORD (8 h.p.)

D **AGDENHAM MOTORS, Ltd.**, Ford main dealers.

1949 Ford Anglia, black, 4,000 miles.

1949 Ford Anglia, black, 7,000 miles; choice of 2.

56 Park Lane, W.1 (Regent 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 3388), and 8 and 12, Sangley Rd., Catford, S.E.6 (Hither Green 4821). (7839)

£545—1949 Ford Anglia saloon, black, maroon upholstery, 10,000 miles, as new throughout.

M **AKIN & HARRISON** 492-498, Chiswick High Rd., W.4. Chiswick 0558-2619. (7154)

1949 Ford Anglia saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

1946 Ford 8 Anglia, excellent throughout; £425.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (7881)

1939 Ford 8 saloon, very good condition; £285.—Johnston Service Garage, 1a, Midway Ave., N.1. Canonbury 6666-7-8. (8471)

1946 Ford 8 Anglia saloon, very clean and in good running order; £450; 1936 Ford 8 popular saloon, good running order; £195.

F **ERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glia, 2234. (6599)

JUNE 1949 Ford Anglia saloon, black, green, 6,000 miles, unmarked, best offer.—Galpin, "Heatherbrae," Baywater Rd., Cheltenham, Glos. (7884)

1949 Ford Anglia, 2,800 miles, as new; £600.—L F Dove, Limited, Mid-Surrey Car Centre, Guildford Road, Woking, Tel. 1282. (5813)

1939 Ford 8hp de luxe saloon, completely reconditioned, recellulosed, etc., amazing condition; £390.—Robbins, East Futey, Tel. 4581. (5919)

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1994-5.—1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. (5367)

1949 Ford Anglia, black, brown leather, 9,800 miles, excellent condition throughout; £555.—White Hart Garage, Bromley, Row. 2282/3. (7691)

1946 Ford 8 Anglia saloon, 30,000 miles, look covers, many extras, excellent condition; £395.—Tickford, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3558. (7763)

265 cc.—Ford 8 1938 model de luxe saloon, green leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (8492)

1937 model Ford 8 popular saloon, green cellulose and upholstery with black wings and silver wheels, good mechanical condition, and an economical proposition at £195 cash or £265 deposit open 9-5 week-days.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. (8079)

Ford Eight Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Ford 8hp cars.—150, Park Lane, W.1. Grosvenor 3434. (10713)

R **OWLAND SMITH'S**, the Ford 8 buyers.—Hamstead High St. (Hamstead Tube). Hampstead 6041.

C **ASH** buyers of low mileage Ford 8; distances no object.—Hattons, Lord St., Southampton, Tel. 2268.

F **ORD** 8 1938-46 wanted in good condition.—Write K., 35, Kingston Hill, Surrey. Tel. Kin. 3116; after six, 8249.

D **AGDENHAM MOTORS, Ltd.**, main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. (10558)

F **ORD** 8s wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3556. (7824)

1937—1948 Ford 8 saloon urgently required.—Richard Francis, Ltd., 254, High Rd., Tottenham, N.15. Sits. 2233 and 0461. (12124)

R **AYMOND WAY**, the hire-purchase specialists, are still buying Ford 8, and have unlimited cash available.—Canterbury Rd., Kilburn N.W.6. Maida Vale 6044 (10 lines). (13134)

FORD (10 h.p.)

W **. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Ford Prefect, black, cloth upholstery, mileage only 3,000; £735.

W **. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (8051)

C **AR MART, Ltd.**

F **ORD** 10hp 1949 Prefect saloon, 1,000 miles; £755.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (7823)

N **EWNHAMS, Ltd.**

1948 Ford Prefect saloon, black with brown leather, carefully used.

N **EWNHAM House**, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. (1588)

P **ERRY'S OF HARROW.**

H **AVE** an excellent selection of post-war 10hp saloons available.

P **HONE** Harrow 1031 for details.

W **. HAROLD PERRY, Ltd.**, Station Bridge, Wealdstone, Harrow, Middlesex.

H **. A. SAUNDERS, Ltd.**, offer:—

1949 Ford 10hp Prefect saloon (new type), black/brown leather, 4,000 miles; £745.

1947 Ford 10hp saloon, black with brown leather; £595.

H **. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (8060)

A **LLAN TAYLOR MOTORS, Ltd.**, offer:—

1938 Ford 10hp saloon; £510.

H **IGH** St., Wandsworth, S.W.18. Tel. Putney 6431. (8558)

1948 Prefect 4-door saloon, leather upholstery, 12,000 miles, chauffeur maintained; price £800.—Tel. Reg. 9588, or write Rayner, 53, Ford W.1. (1859)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Prefect, green, green hide, 3,000 miles.

1949 Ford Prefect, black, cloth, 5,000 miles.

1948 Ford Prefect, beige, cloth, 12,000 miles.

1947 Ford Prefect, black, cloth, 19,000 miles.

1946 Ford Prefect, black, red hide, reconditioned.

56 Park Lane, W.1 (Regent 4866): 374, Ealing Rd.,

56 Alport, Middx. (Perivale 3388); and 8 and 12,

56 Sangley Rd., Catford, S.E.6 (Hither Green 4821). (7840)

1947 10hp Ford Prefect, black, registered May,

good condition; £575.—Heaton, 60, Princes

Way, S.W.13. (7622)

1937 Ford 10 black 4-door saloon, one owner,

taxed; £225.—Hall, 9a, Black Lion Lane,

W.6. Riverside 6250. (7633)

1948 Ford Prefect saloon, 4,000 miles.—British &

Colonial Motors, Ltd., Upper St. Martin's

Lane, W.C.2. Tem. 3588. (7261)

ARTHUR E. GOULD, Ltd. 290-292, Regent St., W.1.

Langham 1944-5.—1946-8 two-year Prefect saloons,

low mileage, all guaranteed. (7593)

1948 Ford Prefect saloon, black, under 10,000

miles, immaculate condition, one owner;

offers over £600.—Box 5134. (7439)

1948 Ford Prefect saloon, black, in first-class con-

dition; £595.—1939 Ford Prefect saloon, loose

covers, excellent condition; £365. (7566)

FERHARIS OF CRICKLEWOOD, Ltd. 200-220,

Cricklewood Broadway, N.W.2. Gl. 2234. (5800)

1948 (August) Ford Prefect 4-door saloon, in cloth,

9,000 miles; £575.—Johnstone Service Garage,

1, Midway Ave., N.1. Canonbury 6666-7-8. (7470)

1947 Ford Prefect new type, sovereign free

£695 week, perfect condition, 8,500 miles, no

offers.—Tel. Matthews, Regent 1471, Cobham 3201. (7367)

1949 Ford Prefect saloon, Newtype, 6,000 miles,

radio, quite like new; choice of 4.—Auto-

work (Winchester), Ltd., Winchester. Tel. Winchester

4852-5406. (7562)

1939 Ford Prefect touring car, reconditioned en-

gine recently fitted, nice condition through-

out.—Dixon's Garage, 134, West Hill, Putney, S.W.15.

Putney 0396. (7529)

1947 Ford Prefect 4-door black saloon, red leather,

heater, loose covers, taxed, excellent condi-

tion; £585.—Reeves Motors, Grand Parade, Fort Ly-

ons, Wembley Arnold 3004. (7575)

1948 Ford Prefect saloon, black, 1 owner, small

mileage, several extras and loose covers, im-

maculate condition; £595.—Tanner Bros., 871-875,

Fulham Rd., S.W.6. Renown 4494. (8193)

Ford Ten Cars Wanted

1938-40 Ford 10, required privately, all letters

answered.—Box 5183. (7577)

ROWLAND SMITH'S, the Ford 10 buyers.—Hamstead

High St. (Hamstead Tube). Ham. 6041. (7033)

POST-WAR Ford 10 required, cash payment.—Morley,

54, Streatham Hill, S.W.2. Tulse Hill 448. (7634)

MARSTON MOTOR CO., Ltd. for your Ford 10. Tel.

Sta. 6000 Seven Sisters Rd., Tottenham N.15.

1949 Ford 10 Prefect saloon wanted.—Turnbull

Ross House, Station Hill, Winchester. (7971)

CASH buyers of low mileage Ford 10s; distance no

object.—Haltens, Lord St., Southampton. Tel. 6263.

(7090)

FORD 10 cars wanted: cash or exchanges; h.p. a/c.

settled.—Mac, 12, Brambledown Rd., Wallington,

Surry. 6397. (7421)

DAGENHAM MOTORS, Ltd. main dealers, purchase

Ford 10hp cars for cash.—56, Park Lane, London,

W.1. Regent 4866. (70158)

FORD 10s wanted for cash, immediately.—

King's Seven Kings 3536-7. (1349)

WANTED urgent, 1949 Ford Prefect black

small mileage.—K. Henry, Ltd., 63-65, Great Port-

land St. W.1. Langham 3635 and 3954. (1861)

RAYMOND WATTS the hire-purchase specialists, are

still buying Ford 10, and have unlimited cash

available.—Canterbury Rd., Kilburn. N.W.6. Maids

Vale 6044 (10 lines). (5660)

FORD (V.8)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards

Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Pilot saloon, colour cream and black,

recently reconditioned; £225. (8052)

W. HAROLD PERRY, Ltd. Invicta Works, 279, Ball-

ards Lane, North Finchley, N.12. Tel. Hillside

4444. (8052)

BROOKLANDS.

1948 Ford Pilot, blue with blue leather upholstery,

speedometer reading 7,000 miles. (7868)

103 New Bond St., W.1. Tel. Mayfair 8351/6.

WANSTEAD MOTORS, Ltd. offer:—

1949 Ford Pilot, black, brown leather, radio,

heater, 4,000 miles; £1,085. (7419)

WANSTEAD MOTORS, Ltd. Cambridge Park, E.11,

Wanstead 1000. (7419)

GUY SALMON AUTOMOBILES, Ltd. offer:—

1949 Ford Pilot saloon with radio and heater,

nominal mileage. Immaculate; £975.—

Portsmouth Rd., Thames Ditton, Esherbury 5551/2/3.

(7429)

DAGENHAM MOTORS, Ltd. Ford main dealers.

1949 Ford Pilot, black, brown hide, radio, 900

miles only. (7868)

1949 Ford Pilot, black, brown hide, radio, 9,000

miles. (7868)

56 Park Lane, W.1 (Regent 4866): 374, Ealing Rd.,

56 Alport, Middx. (Perivale 3388); and 8 and 12,

56 Sangley Rd., Catford, S.E.6 (Hither Green 4821). (7841)

OR SERVICE STATION (LONDON), Ltd. offer:—

FORD V.8—7,000 miles, 1949 Ford Pilot saloon, black,

brown leather, fitted radio and heater, one careful

owner; £995. (7429)

1948 Model American Ford 4-door saloon, black

with grey cloth, spotless condition; £995.

NORTH CIRCULAR Rd., Stonebridge Park, N.W.10.

Slack 5945 (5 lines). (6316)

FORD sedan 1949 32.5hp, 12,000 miles, left-hand drive;

£1,900.—Richmond 1592. 182, Kew Rd., Richmond.

Surry. (8574)

FORD (V.8)

1938 Ford V.8 saloon, 22hp, exceptional condition;

£265. (7265)

THE FORCE GARAGE (PETERSHAM), Ltd. 192,

Petersham Rd., Petersham, Surrey. Richmond

1854. (8287)

BRAY MOTORS.—£395: 1938 81A Ford 30hp drop

head four-seater coupe, excellent runner, unworn

tyres; bargain. (7527)

BRAY MOTORS. 180-184, West End Lane, N.W.6.

Hamstead 6490. (7527)

1949 Ford Pilot saloon, 5,000 miles.—British &

Colonial Motors, Ltd., Upper St. Martin's

Lane, W.C.2. Tem. 3588. (7947)

1949 American V.8 Ford of luxe saloon, 2,000

miles.—Sidney Marcus, Ltd., 33, Sloane St.,

S.W.1. Tel. Sloane 3557-6970. (7391)

FORD Mercury, first registered 1948, green, cloth, 1st

class condition; £775.—Bargate Development Co.,

2, Bargate, Southampton. Tel. 3220. (8481)

1948 Oct. Ford Pilot saloon de luxe, leather, radio,

heater, magnificent condition throughout;

£450.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel.

Sidney 3557-6970. (8312)

1947 American Ford V.8 saloon 32hp, black, loose

covers, new tyres, 1st drive, excellent condi-

tion, tax £10; price £625.—Holbrook Motor Co., Ltd.,

Richmond Surrey. (8581)

FORD Pilot saloon 1948, leather upholstery, radio,

heater, 4,000 miles only, absolutely as brand

new; best offer over £1,000.—Keen, 46, Vaughan

Avenue, Llandaff, Cardiff. (7640)

1948 Ford Pilot saloon, blue, 8,000 miles, un-

blemished condition throughout; £590; ex-

changes, deferred terms.—John S. Truscott, Ltd., 173,

Westbourne Grove, W.11. Bay. 4274. (7915)

FORD V.8 30hp, Ford V.8 saloon body, in wood,

reconditioned engine, small mileage before

reconditioning, nothing since, four good tyres; price

£450.—Apply Earl of Darnley, Cobham Hall, Cobham,

Kent. No cash offers. (7577)

950 gns.—Ford V.8 Pilot, Feb. 1949, 30hp 4-door

saloon, black, brown leather, steering column

gear change, bus chassis, 10,000 miles, one careful

owner, practically new condition; terms, exchanges.—

Rowland Smith, below. (7610)

850 gns.—Ford V.8 946 30hp Canadian de luxe 6-

door saloon, black, brown leather, R.H. drive,

column gear change, heater, good tyres, one private

owner, exceptional condition; terms, exchanges.—Row-

land Smith, below. (7610)

325 gns.—Ford V.8 1939 22hp 4-door saloon, Cor-

onation blue, grey leather, excellent condition;

terms, exchanges; list; open 9-7 week-days and Satur-

days.—Rowland Smith, Hamstead (Hamstead Tube).

Hamstead 6041. (7492)

EXCLUSIVE Ford V.8 30hp sports touring car, highly

attractive appearance, outstanding performance,

aluminium body specially built to order, 2/3-seater,

registered July, 1948, s.a.s. photo and full details.

Schofield, Brighthelm, Brighton, N. Oldham. (7658)

1936 hood, all new tyres, Columbia overdrive

(new) not yet fitted, the entire car in excellent con-

dition, purchase will need Board of Trade import licence;

£250; delivered any part of England.—Paul Cusack,

19/20, Fenian Street, Dublin. (7610)

1938 overhaul just completed, including new en-

gine, clutch, tyres, hood and recolloured in Ford blue,

an immaculate and superb motor car at £400.—Welbeck

Motors, Ltd. (Car Sales Division of a world famous car

hire concern), 107, Crawford St., W.1. Welbeck 3991.

(8190)

Ford V.8 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford Pilot cars.

—320, Euston Rd., N.W.1. Euston 1212. (70714)

ROWLAND SMITH'S, the Ford V.8 buyers.—Ham-

stead High St. (Hamstead Tube). Ham. 6041. (7036)

JOHN S. TRUSCOTT, Ltd. urgently require first-class

Ford Pilot.—173, Westbourne Grove, W.11. Bay.

4274. (7915)

DAGENHAM MOTORS, Ltd. main dealers, purchase

Ford V.8 cars for cash.—56, Park Lane, London,

W.1. Regent 4866. (70158)

COWLEY MOTORS require a post-war Mercury con-

vertible coupe or saloon; phone or write.—Cowley

Motors, 473, Cranbrook Rd., Ilford, Essex. Valentine

1066. (8539)

UTILITY—FORD OR OTHER BODIES

195 gns.—Ford V.8 utility bus.—Lawton-Goodman,

135, Cricklewood Broadway, N.W.2. Gladstone

2226. (7924)

1947 Fordson utility, wooden body, 17,500 miles.

British & Colonial Motors, Ltd., Upper St.

Martin's Lane, W.C.2. Tem. 3588. (7949)

WALTER SCOTT, Ltd.—1946 Fordson ship Utility,

wooden body, exceptional condition; £415.—39,

College Crescent, Hamstead, N.W.3. (Swiss Cottage

Tube). Primrose 5914. (8056)

1949 Fordson Uliteon ship by Martin Walker, 5,000

miles only, in brand new condition; £550.—

Bells Service Garages, 63-64, London Rd., Kingston-on-

Thames, Kingston 1185. (8257)

1948 Ford 8 Utility, 2,000 miles only, has had

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BROOKLANDS

HEALEY

HEALEY Distributors for London

IMMEDIATE delivery of new Silverstone 2-seater; price £1,275/19/5.
LSD special, drophead 4-seater coupe by Abbott of A. Farham, delivery in two months; price £1,917/8/4.
LSD 2-door sports saloon by Tickford.

103, New Bond St., W.1. Tel. Mayfair 8351-6.

HEALEY Standard saloon, late 1947, 25,000 mls., all latest mods., economical and well maintained, many new parts, maroon, hide upholstery, new Exides and Dunlops; £1,000.—Heph, End House, Wellington, Shropshire. (7689)

1948 (Sept.) Healey standard saloon, blue, blue leather, one owner, guaranteed 13,000 mls., fitted radio, perfect; £1,225.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. 1681. (8501)

Healey Cars Wanted

BARTLETT—Healey saloon, tourist or Silverstone wanted.—77a, Penridge Villas, W.11. (7196)

WANTED privately, post-war Healey pillars—Dunlop sports saloon, must be immaculate and small mileage.—25, Broadwalk, South Woodford, E.18. (7632)

HILLMAN 10

HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444

1948 Hillman Minx Phase II saloon; £760.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444

CAR MART, Ltd.

HILLMAN Minx Phase III 1949 saloon, radio, 4,000 miles; £925.

HILLMAN Minx Phase II 1948 coupe, 11,000 miles; £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (7824)

BROWN for Jaguar.

1947 Hillman Minx 10hp saloon of luxe, low mileage, immaculate condition; £630.—Brown's Cars, Longthorpe (Essex) 4119 (Tube). (8055)

JOHN JORDAN offers—

1938 Hillman Minx fourseam drop head coupe, black with fawn leather, taxed year, above average condition; £325.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. Sandy 64. (7673)

WIMBUSH Hillmans:—

1947 (Sept.) Hillman Minx saloon, grey with blue, black with fawn leather, one owner since new, 15,000 miles, exceptional car; £595.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. (7787)

TOM GARNER, Ltd., offer:—

1949 Hillman Minx Mark III saloon, black with brown leather, 7,000 miles.

1948 Hillman Minx Mark II drop head coupe, black with brown leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6. (7731)

A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx Magnificent, leather upholstery, 12,000 miles; £695.

A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tully Ho! Corner), Hillside 0024. (8061)

CLANFIELD LAWRENCE offer:—

1939 Hillman Minx saloon, black, excellent condition; £375.—407, High Rd., N.12. Finchley 0081. (8541)

McKINNON MOTORS, Ltd., offer:—

1949 (May) Hillman Minx Mark III saloon, black, brown leather/cloth, one owner, taxed June, 780 miles only; brand new condition; £925; six months' guarantee.

McKINNON'S, Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. (7627)

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx 10hp saloon, fawn, red leather, 3,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (7991)

COMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Hillman Minx saloon, green, 6,000 miles, immaculate condition.

COMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (6406)

1946 Hillman Minx saloon, black, first-class order; £575.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. G.A. 2234. (7198)

1949 Hillman black saloon, phase III, 6,000 miles; £965.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.15. Lee Green 0254. (8260)

'37 Hillman Minx; £290.—King's Motors, 1, High St., Hounslow, Tel. 3532. (8321)

1947 Hillman Minx saloon, black with brown upholstery, one owner; £545.

DOBSON'S, Ltd., Hillman agents, Staines, Middlesex. Tel. 801. (6927)

1949 Hillman Phase III saloon, 3,000 miles, definitely as new; £975.—Belton. (8402)

1947 Hillman 10 saloon, 15,000 miles, almost as new; £675.—Robbins, East Putney, Tel. 4581. (7200)

1947 Hillman Minx, 19,000 miles, exceptional condition; reasonable.—Flaxman 8208. (8402)

415 gns.—Hillman 10 de luxe saloon, 1940 but 1949 condition.—Autosnips, 5, Balham High Rd., Balham 1509. (8167)

1947 Hillman Minx drop head coupe one owner, 12,000 miles; £675.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (4151)

HILLMAN 10

1936 Hillman Minx saloon de luxe, sea green, re-collapsible, new mats, appearance almost like new, good chassis; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5572. (7170)

CARRIS'S MOTOR MART.—1939 Hillman Minx de luxe saloon, 27,000 miles, one owner, written guarantee, 13,175

£325.—Hillman 10 1939 sin. 4-dr., sliding roof, leather interior, good tyres, excellent mechanically, choice 3; many others.

TOENMOTORS, 1, Clarendon Rd., Holland Park, B. London, W.11. Park 5066-7, Open Mon. to Sat 9-6 (50 yds Holland Park Tube Station). (7677)

1947 (July) Hillman Minx sunshade saloon, excellent condition, bargain.—Lancel H. Fugh, 13-14, Brook Mews, W.1. Mayfair 4433. (8454)

1946 Hillman Minx saloon, grey, taxed, choice of two; £550.—S. Mead, 43, Queen St., Maldenhead, Tel. Maldenhead 2642. (8227)

1949 Hillman Minx Phase III saloon, 5,000 miles, colour lawn; £845.—Wokingham Motor Co., Ltd., Finchamstead Rd., Wokingham 320. (8227)

A. ROHIE SIMONS and Co., Ltd.—1948 Hillman Minx de luxe saloon, £695; also 1947 Minx de luxe saloon, £595.—47, Port Street, W.1. Lan. 1543. (7796)

1947 Hillman Minx saloon, black, exceptionally clean condition; £565.—R. S. Mead, 42, Queen St., Maldenhead, Tel. Maldenhead 2642. (8228)

1940 Minx saloon, black, red upholstery, an attractive car by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (8199)

MINX sunshine saloon 1938, one owner, moderate mileage, taxed 54 mpg last year, year exceptional; £275.—Seen Kensington, Tel. Frohisher 1161. (8352)

1949 (June) Minx saloon, green, 3,700 miles, taxed December, 1949, meticulous kept by expert owner.—George Henry, 137, St. Michael's Rd., Aldershot. (8523)

1942 Hillman Minx saloon, fitted new engine, sound throughout, good tyres clean; £425.—Maitland Motors, Ltd., 23, Shirley Rd., Croydon, Tel. Addiscombe 6051. (8338)

£295.—1936 Hillman Minx 10hp de luxe saloon; 1946 at £550; 1947 registered 10hp van at £225.—Traynor Motors, Ltd., of East Ham, Grange-wood 2530. (7500)

1946 Hillman Minx saloon, one owner, blue/blue interior, new tyres, radio, taxed; £525.—Birkitt Motors, Ltd., 634-636, Mile End Rd., Bow 3, Advance 1517. (7168)

1947 (Oct.) Hillman Minx 10hp saloon de luxe, first-class order, loose covers, etc.; £625.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Tel. 1681. (8691)

1948 (Jan.) Hillman Minx de luxe saloon, grey, 10,000 mls., perfect; £750.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8584)

1948 Phase II Hillman Minx, radio, spare unused, immaculate condition; £750.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 5084-5-6. (5993)

ROSE & YOUNG, Ltd., offer 1949 Hillman Magnificent, Phase III, dove, low mileage, £845.—65-68, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (8143)

1938 Hillman 10 saloon, maroon, just fully overhauled, haunched through and recollapsible condition genuinely as new; £395.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (8149)

1948 drop head coupe, finished black, brown hide upholstery, 8,500 miles, exceptional condition; £805.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (8196)

1939 Minx saloon de luxe, completely overhauled, 2,575.—Bowles, 1, Wayfar, Crematons, Chilton, Berks. Abingdon 620 ext. 3, day, 3009 night. (8387)

1947 Hillman Minx drop head coupe black brown leather upholstery, fitted Ace discs; £650; another at £625.—Peter Bankock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 104. (8196)

HILLMAN Minx Phase III, April 1949, de luxe saloon, one owner, 7,000 miles only, absolutely as new throughout; demonstration anywhere.—Premier Motor Co., Aston Rd., Birmingham, Aston Cross 3271. (8299)

1946 Hillman Minx saloon de luxe, black, one owner, low mileage, excellent condition throughout, taxed for year; bargain £525.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 3779. (7768)

1949 (September) Phase III Hillman Minx saloon, green/beige upholstery, 2,500 miles, ex-covenant through death of owner, perfect condition; £375.—Oliver, 234, Unthank Road, Norwich. Norwich 22355. (8449)

245 gns.—Hillman Minx 1935, 10hp, fourseam drop head coupe, recollapsible maroon, new top, good tyres, exceptional condition, terms, exchanges; 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (8494)

1949 (April) Hillman Minx saloon, Phase III, black and chromium, fawn upholstery, speedometer reading 4,190, quite immaculate; offered with written guarantee at attractive price; exchanges, terms.—H. F. Edwards, 25, Upper High St., Exmouth 9400. (8115)

HYTHE (Kent).—1946 (May) Hillman Minx de luxe saloon, black and chromium, brown leather, absolutely immaculate appearance, one private ownership, thoroughly recommended, offered with written guarantee, exchanges, terms.—H. F. Edwards, Swains Garage, Seabrook Rd., Hythe, Kent. Hythe 67311. (8117)

TANKARD & SMITH, Ltd., offer 1946 Hillman Minx saloon in black with brown cloth upholstery, very moderate mileage, extremely nice condition; £445; also 1946 d.h. coupe, 1939 saloons and coupes; 5 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-2-3. (7721)

HILLMAN 20

£255.—1936 Hillman 20hp de luxe saloon, magnificent bodywork, interior very clean, smooth, quiet, powerful, comfortable ride; ideal for touring or pulling caravan; hire purchase, exchanges; 3 months' guarantee.

T. ARMS of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (8241)

HILLMAN 21

£495.—Hillman 21hp long chassis enclosed limousine 1937, full seven passenger model with very clean dark blue finish and with leather upholstery to match both front and rear, division, face forward seats, whole car in very superior condition for the year, no rust, dents or scratches on the original cellulose; privately owned since new, this car has never been on hackney or similar work and the mileage done is correspondingly much less than most other limousines of its year; offered with a fully comprehensive written guarantee by

VAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. C. Tel. 2381 and 3115.—Thirty-two other limousines in stock; write for 18-page post-free fully priced catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchasers' fares; easy and confidential hire purchase facilities; part-exchanges. (7936)

LIMOUSINE, 1938, partition, widest forward limousine, exceptionally roomy, wonderful chassis, reasonable cost.—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. (8104)

HILLMAN MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars, all subject to 5 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

Hillman Cars Wanted

OWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

THE CAR MART, Ltd., wish to purchase Hillman cars.—320, Euston Rd., N.W.1. Euston 1212, (0959)

ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 0677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2251.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0109)

URGENTLY required, good pre-war Hillman.—Hatfield, 154, G. Titchfield St., W.1. Langham 0012. (8125)

POST-WAR Hillman requires cash payment.—Mortley, 54, Strathall Hill, S.W.2. Tulse Hill 4488. (0855)

CASH buyers of low mileage Hillman Minxes. Distance no object.—Huttons, Lord St., Southampton. Tel. 2268. (0792)

BRITISH & COLONIAL MOTORS, Ltd., require good Hillman cars.—Upper St. Martin's Lane, W.C.2. Tem. 5588. (7942)

CHARLES RICKARDS, Ltd., wish to purchase good pre-war Hillman cars.—56, Bayswater Rd., W.2. Paddington 1890. (7728)

LEBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Ripleyway 1285. (0438)

IRISHMAN & HAMM, Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180-184, Newall St., Birmingham, and Lower Temple St., London 2. (0089)

RAYMOND WAY, the hire-purchase specialists, are still buying Hillman, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 9244 (10 lines). (3123)

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition pre-war Hillman cars and saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham, Tel. 44558. (0659)

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Riv. 3665. (0357)

J. C. BRODIE, Ltd.

HILLMAN repair specialist (30 years); well-equipped works servicing, re-boring and complete overhaul; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Kenown 1183. (0676)

LEWIS & HAMM, 1936-46 mudguards, running boards, F. Brooks, 85, Queens Rd., Brighton. (0387)

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.15. Lee Green 0254. (8260)

ROBERT CHIDLEY, Ltd.—Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards; specialists' tools, work shop, breakdown service and information available.—558, High Rd., Tottenham, N.17. Tel. Tot. 2920, 3343. (1995)

Hispano-Suiza Spares and Service

HISPANO spares and all repairs.—O. Brand, 47, Trenchard Rd., Croydon. Cro 1748. (0792)

HORCH

HORCH (Auto-Union) fourseam d/h coupe, l.h.d., £10 yearly tax, cost £2,500, new tyres, excellent chassis; £575.—Offers, Frank Dale, 66, Princes Gate Mews, S.W.7. Ken. 668. (7296)

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

SALES and service

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6643 (5 lines). (2605)

HIPSTEAD MOTORS Ltd See under Sports Cars, advert. No. 8045. (1527)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642, 5 lines). [0513]

H.R.G.

HAROLD RADFORD & Co., Ltd.

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for immediate delivery.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

H.R.G. 1500, 1948, black with red leather, car as new, many extras.—Further particulars, Scott, 22, Tyndalls Park Rd., Bristol. [7649]

1948 H.R.G. sports 2-seater, 9,000, immaculate, outstanding performance, initial cost with extras £1,350; sell £750; exchange considered.—Pri. 2647. [6992]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 3266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [6369]

HUDSON

1939 Hudson 18.9hp saloon, mechanically, bodily perfect; £525.

MANOR CIRCUS MOTORS, Ltd., Beeson Service Station, Lower Mortlake Rd., Richmond. [3541]

CLASS'S MOTOR MART—1938 Hudson 8 saloon, 6-passenger, black, hide upholstery.

1938 registered 1939 Hudson 22hp Special Sports saloon, superb condition, written guarantee. —5, Warren St., W.1. Euston 3523. [8176]

1937 12.10hp drop head foursome, fitted, guaranteed; £245; payments—Oldfield, 4, Russell Gdns, Mews Kensington, Park 7780. [7255]

£395—1939 Hudson 17hp saloon, immaculate, steering column gear shift, etc.—Value Cars, Ltd., 262, Upper Richmond Rd., East Sheen, S.W.14. [8284]

£435—Hudson Country Club, 22hp special four-door, drop head coupe, May, 1939, finished in black and chrome with excellent quality hide upholstery, very capacious body with straight across front seats and accommodation for 5-6 passengers with very roomy rear boot providing ample space for luggage, fitted steering column gear change, built-in demister, interior heater and other post-war features. Mechanically this Hudson gives a most outstanding ride, performance is exhilarating and the car is so light to drive, yet a remarkable degree of economy is attained for which this model is so justly famed. All Dunlop tyres are in excellent condition, dual headlights are fitted, and at the price this car represents unrivalled value in a proper R.H. drive American drop head.—See below.

£195—Hudson Terraplane series II 17hp coupe, 1935, attractively finished in metallic silver.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2261 and 3115. Thirty-two other American cars in stock. Write for 18-page catalogue of over 400 fully guaranteed used cars. Easy and confidential hire purchase facilities. Part exchanges, free delivery. 17900

Hudson Cars Wanted

CASH immediately for good Hudson.—H. F. Edwards, 28, Upper High St., Epsom 9640. [8131]

WANTED, 8-cyl Hudson 1938-9 saloon, in leather.—K. G. Potterson Lane, Barwick, Leeds. [6956]

Hudson Spares and Service

SPINKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconitioned engines, spares and service, number, 88-101, Heath Rd., Twickenham, Tel. Popesgrove 1035-6-7. Telegrams: Spinkins, Twickenham. [0568]

HUMBER

CAR MART, Ltd.

HUMBER Hawk 1948 saloon, 5,000 miles; £1,125.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [7625]

WIMBUSH for Hawks:—

1948 Humber Hawk, grey, fitted radio, one careful owner; £965; also 1947 Humber Hawk, black, outstanding order; £895.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Frenchie 8601. [7768]

CYRIL SHEPARD offers:—

1948 Humber Hawk, grey, spotless condition; Reading 2712. [8521]

MCKINNON MOTORS, Ltd., offer:—

1949 (June) Humber Hawk saloon, black, brown leather/cloth, Phase III model, one owner, 7,000 miles, taxed Dec. £1,340.

MCKINNON'S, 88, Kings House, 5, Stafford Rd., W.11, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [7630]

WARWICK WRIGHT, Ltd., offer:—

1949 Humber Super Snipe 27hp saloon, steel grey, grey leather, 11,000 miles; £1,550.

1949 Humber Hawk 14hp saloon, almond green, brown leather, 2,000 miles; £1,425.

1949 Humber Hawk 14hp saloon, black, buff leather, 6,000 miles; £1,425.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7992]

COOMBS & SONS (GUILDFORD), Ltd.

OFFER:—

1949 Humber Super Snipe, metallic grey, excellent condition, engine 16,000.

WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 6297-9-9. [8062]

£950—1947 £10 per year tax Humber Pullman partitioned limousine, 7 forward, black leather throughout, excellent condition; unrepeatable bargain; terms.—Root's Motors, Portsmouth Rd., Long Ditton, Esherbrook 2026, 3031. [7206]

HUMBER

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,

OFFER the following:—

1949 Humber Super Snipe, 16,000 miles, fitted Radiomobile and heater.—47, Sloane St., S.W.1. Sloane 9254. [5676]

CHARLES RICKARDS, Ltd., the house of stationary and reputed.

1948 Humber Super Snipe, one owner, grey, excellent condition; £975.

56 Baywater Rd., W.2 (next door to Lancaster Gate Tube Station), Tel. Faddington 1820. [7723]

HUMBER Super Snipe 1948 saloon, excellent condition; £975.

CHESNUT GARAGE, Ltd., 757, Lea Bridge Rd., E.17. Keystone 6495. [7664]

HUMBER 1956 7-seater limousine; £300.—D. Silver, 51, Belmont Court, Temple Fortune, London, N.W.11. Spe. 6374. [8459]

BRAY MOTORS—£199: 1935 Humber 16 de luxe saloon, one private owner since 1936, definitely above average. [8459]

BRAY MOTORS—180-184, West End Lane, N.W.6. Hampstead 6490.

1948 Humber Snipe 18hp, 4,000 miles, black; £1,185.—13, Dover Rd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8141]

FOR sale, 1935 Humber Pullman limousine, chauffeur driven, excellent condition, overhauled by makers 1938, great mileage since—Box 5113. [7749]

1949 Humber Hawk 14hp saloon, pastel green, fawn leather, 4,000 miles; £1,400.—Parkinson, 572, Bromford Lane, Birmingham, 6. [7745]

£495—1939 Humber Pullman limousine, 1949 7-seater with partition, excellent throughout; hire purchase, exchanges; 3 months' guarantee. [8459]

LAMBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144.

1947 registered Humber Pullman 7-seater limousine; £850.—D. Silver, 51, Belmont Court, Temple Fortune, London, N.W.11. Spe. 6374. [8460]

1949 Humber Pullman super Snipe, green leather, one owner, immaculate; low mileage; £1,475.—Odeon Motors, Ltd., Barnet 4100. [9950]

1936 Humber Pullman 7-seater limousine, winding partition, exceptionally good condition; £395, best offer.—11, Keswick Rd., Putney 3137. [8591]

1948 Humber Hawk, nominal mileage, radio, excellent condition throughout; £1,085. [8280]

3200 miles.—1949 (Feb.) Humber Pullman limousine, black.—Ernest, Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [8084]

1949 Humber Super Snipe, silver green, buff leather, low mileage, as new; nearest £1,495; no dealers.—Pierpoint, Frensham, Surrey. Tel. 580. [7696]

1949 Humber Hawk, 6,000 miles, black, new, radio, heater, as new; covers, spare unused.—Ripco, Ltd., 18, Albemarle St., W.1. Regent 2652-4. [8010]

1949 Humber Super Snipe saloon, new model, grey, as new, 5,500 miles, genuine, radio, just covenant free, £1,595.—Garrett, Chandlersford, Hants. Tel. 2504. [8439a]

1948 Humber Pullman 7-passenger limousine, 17,000 miles, one private owner.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey, Tel. 4371. [6916]

1948 40 low mileage Humber Hawk in first-class condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8586]

1948 Humber Hawk, 24,000 miles, new engine at 20,000, gunmetal, blue upholstery, one driver only in very good condition.—Tel. Primrose 8726 for evening appointment. [7649]

1946 Humber Super Snipe de luxe saloon, in specimen condition throughout, a beautiful car for £810 cash or deferred terms.—Broadway Motor Co., 3/13, Russell Rd., Wimbledon. Liberty 2494. [8222]

1949 Humber Hawk Phase III saloon, black, 10,000 miles, as new throughout; £1,545; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. [8136]

HUMBER Hawk 1948 November, under 10,000 miles, black, fawn cloth with leather edgings, heater, H.M.V. wireless, roof disc, exceptionally good condition; £1,100.—Fisher, 8, Balkeine Lane, Colchester, Tel. 5321. [8347]

HUMBER Super Snipe, April, 1949, de luxe saloon, steel grey, blue hide, radio, heater, mileage guaranteed 3,000, front seat cover, exactly as new throughout, £1,450, taxed until December; demonstrations anywhere.—Premier Motor Co., Aston Rd., Birmingham, Aston Cross 3271. [8567]

175 gns.—Humber Pullman, 1932, 24hp, 7-passenger double enclosed limousine, black, blue leather, winding partition, face forward occasional, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Bond and Smith, Harestead (Hampstead Tube), Hampstead 6041. [8485]

H. F. EDWARDS offer exceptional 1948 (April) Humber Hawk saloon, luxuriously equipped, twin fog lamps, radio, steering column gear change, black and chromium, fawn upholstery, one private owner, absolutely immaculate specimen, thoroughly recommended; offered with written guarantee; exchanges, terms.—23, Upper High St., Epsom 9400. [8119]

ALFE & SAUNDERS require 7-seaters also offer 100 A. Limousines. (Lists posted).

18 hp/1937 seven passenger partitioned limousine, leather throughout, privately owned, black, £515.

LIMOUSINE 1939 Double Enclosed, forward occasional, black, delightful condition. £695.

1947 Limousine, 7-forward, black, excellent condition, unrepeatable bargain. £1,095.

LIMOUSINE (late 1948) Pullman Double Enclosed 7-forward, genuine 15,000, immaculate condition, black, reasonable cost, Seen.—Providence Court, Grosvenor Square. 2941-Mayfair. [8103]

Humber Cars Wanted

C

THE CAR MART, Ltd. wish to purchase Humber cars.—150, Park Lane, W.1. Grosvenor 3434. [0963]

CASH buyers of low mileage Humber Hawks. Distance no object.—Huttons, Lord St., Southport. Tel. 2268. [0793]

Humber Cars Wanted

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411.)

MANCHESTER—129, Denngate. (Blackfriars 6677.)

MALDENSTONE—(Maldstone 3333.)

CANTERBURY—(Canterbury 3232.)

ROCHESTER—(Chatham 2231.)

WROTHAM Heath—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108]

R

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041. [0963]

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.2. Tem. 3588. [7941]

R. C. WIMBUSH, Ltd., require carefully used Humber Hawk saloons.—312, Earls Court Road, S.W.5. Frenchie 8601. [7768]

1946—1949 Humber Pullman limousine, immaculate condition essential.—Full particulars to Long, J. Finlay Rd., Gloucester. Tel. 22668. [0578]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. [0066]

CRIPPS of Nottingham, urgently require all types of Humber cars, recent models, send full particulars. C. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 44558. [0553]

Humber Spares and Service

THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [8268]

CROYDON'S Humber spares specialists.—Manton Motors, Ltd., 25-27 and 37-39, Shirley Rd., Croydon. Addiscombe 6051-4. [0518]

ENGINES and gear boxes, reconditioned exchange units, 1934-48; trade or retail.—Galway Services, Ltd., Domestic St., Leeds, 11. Tel. 22690. [0846]

DE NORMANVILLE gear box (vernaul); spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. [0700]

HUPMOBILE

£200—Hupmobile limousine, 1936 model, 33hp, excellent condition and appearance, modern line radio.—7, Radcliffe Rd. Croydon 1503. [7126]

INVICTA

42-litre Invicta drop head coupe, 100mph, perfect condition; £400.—Box 5146. [8441]

JAGUAR

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House Piccadilly, W.1. (Grosvenor 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

Bristol (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUSLOW (Houslow 3454).

PINCHLEY (Pinchley 0081).

GREAT WEST RD. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., Eng. and's Leading Motor Agents. [0027]

J. DAVY offers:—

1948 3½-litre Jaguar saloon, grey, red upholstery over £100 worth of extras, low mileage; £1,275.

J. DAVY CAR SALES, 9, Loxan Place, Earls Court Rd., W.8. Western 6493. [8070]

BROWNS for Jaguar.

1939 Jaguar 1½-litre saloon de luxe, recent reconditioned engine, immaculate body condition; £495.—Brown's Garage, Loughton (Essex) 4119. [8054]

JOHN JORDAN offers:—

1948 model 3½-litre Jaguar saloon, black, fawn upholstery, H.M.V. radio, heater, etc., one owner, taxed year, excellent condition; £1,050.

1948 (April) 1½-litre Jaguar special equipment saloon, grey, red leather upholstery, H.M.V. radio, discs, heater, etc., 11,000 miles, one owner, taxed year, exceptional condition; £1,075.

JOHN JORDAN, Laburnum Rd. Garage, Sandy, Beds. Tel. Sandy 64. [7678]

PRIDE & CLARKE, Ltd.

1948 Jaguar 1½-litre special equipment saloon, green, green leather, 11,000 miles, one owner; £925, terms 24 months, exchanges, lists.—80, Well Rd., S.W.9. Bri. 6251. [7828]

JAGUAR £8,100 1939 3½-litre, maker's special exhibition and Competition model, fully trimmed; £670.—Box 5156. [8566]

1939 2½-litre, immaculate condition throughout; £200, best offer.—11, Keswick Rd., Putney. [8558]

Vandke 3157.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

SWANMORE CAR SALES.

1948 Jaguar 1½-litre, black, 11,000 miles.

1947 Jaguar 3½ saloon (choice of 2).

EXCHANGES and terms.—Swanmore Garage, 1178-90, Christopher Rd., Boscombe East, Tel. South-1022. (1946)

TOM GARNER, Ltd., offer:—

1949 Jaguar 1½-litre Special Equipment saloon, gunmetal with red leather, 9,000 miles. (1949)

1949 Jaguar 3½-litre Mark V saloon, black with brown leather, H.M.V. Radiomobile, 5,000 miles. (1949)

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6. (1949)

H. A. SAUNDERS, Ltd., offer:—

1949 Jaguar 1½-litre special equipment saloon, black, as new, 8,000 miles; £1,225. (1949)

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, 100 yds north of Tally Ho! Corner, Hillside 0024. (1949)

PHILIP RICKARDS, Ltd., offer:—

1947 Jaguar 1½-litre saloon, special equipment, green, 12,000, excellent condition.—4, Brick St., Park Lane, London, W.1. Gros. 4772-3. (1947)

CHARLES FOLLETT, Ltd., offer:—

1948 (Sept.) Jaguar 3½-litre saloon, black, brown leather, 1 owner, 5,400 miles only; this very low mileage car offered at £1,265. (1948)

1949 Jaguar MK V 3½-litre saloon, special dual colour scheme, beige and maroon, 9,100 miles, loose covers, free of covenant, as new throughout; £1,725. (1949)

Berkley St., W.1. May. 6266. (1949)

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1415. (1949)

HAROLD RADFORD & Co., Ltd., offer:—

1939 3½-litre Jaguar 100, finished in poly-chromatic grey with red leather upholstery; in very good condition. (1939)

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1939)

WARWICK WRIGHT, Ltd., offer:—

1948 Jaguar 2½-litre drop head coupe, gunmetal grey, grey leather, 10,000 miles; £1,395. (1948)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (1948)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Jaguar Mark V black saloon, with pigskin upholstery, fitted with radio, mileage 4,000. W.E. welcome any inspection. (1949)

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Guildford 62907-8-9. (1949)

CHARLES RICKARDS, Ltd., the house of standing and reputation, offer:—

1947 (June) 2½-litre Jaguar saloon, one owner, grey with red leather, magnificent condition throughout, fitted radio and heater. (1947)

56 Gate Tube Station, Tel. Paddington 1320 (7722) (1947)

1939 S.S. 100 2-seater sports, over £500 recently fitted and repainted; £895. (1939)

STEELE GRIFFITHS & Co., Ltd., 295, Camberwell New Rd., S.E.5. Rodney 2201-6. (1939)

GORDON CARS (LONDON), Ltd.—1949 Jaguar Mark V saloon, black, 10,000 miles.—Below. (1949)

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, black/red, 10,000 miles.—Gordon 400. (1948)

373, Euston Rd., N.W.1. Euston 6611. (1948)

CATEHOUSE MOTORS, offer 1937 Jaguar 3½-litre saloon, black, one owner to 1947, superb condition; £475. (1937)

CATEHOUSE MOTORS, Ltd., Highgate Village London, N.5. Mountview 4444. (1937)

BEARDS of Kingston, Jaguar specialists, sales, repairs.—113, Euston Rd., Kingston, Tel. Kin 3548. (1937)

R. P. FOWELL MOTORS, Ltd., for Jaguar cars.—P. East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (1937)

CASH'S MOTORS, Ltd.—1947 Jaguar 3½-litre special equipment saloon, excellent, written guarantee. (1947)

5, Warren St., W.1. Euston 4110. (1947)

S. S. Jaguar, 1½-litre, excellent condition throughout, new tyres, tax for year; £550; seen by appointment, no dealers.—Box 5124. (1947)

1949 Mark V Jaguar 3½-litre saloon, 4,000 miles, grey, red leather upholstery.—Ripco, Ltd., 16, Abchurch Lane, W.1. Regent 2952-3. (1949)

1949 Mark V 3½-litre Jaguar, 7,000 miles, immaculate condition; £1,750.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. (1949)

1½-litre Jaguar saloon, 1946 (Oct.), colour black, radio, 12 in exceptional condition; £795.—A. E. Cheshire, Ltd., Great West Rd., Hounslow, Tel. Hounslow 1082. (1946)

1946 Jaguar 1½-litre saloon, excellently maintained and immaculately kept by one owner; £775.—L. T. W. Clarke, 73, Cadogan Lane, S.W.1. Sloane 4772. (1946)

1946 Jaguar 3½-litre saloon, gunmetal, red leather, one owner, nominal mileage, excellent condition throughout; £925.—Beardmore, 26, Queensway, W.2. Baywater 0136. (1946)

1948 (November) 2½-litre Jaguar saloon, Ace discs, black, brown leather, practically new.—Lonal R. Pugh, 15/14 Brooks Mews, W.1. Mayfair 4433. (1948)

PERFORMANCE CARS, of Daleham Mews, Belzise Lane, N.W.3. (Herts) 0387 S.S. Jaguar 100 2½-litre competition 2-seater; see under "Sports Cars." (1948)

JAGUAR 1949 Mark 4, 14,000 miles, splendid condition, fitted radio, disc wheels, expert inspection invited; £1,200 or nearest offer.—Hirst, Station Rd., New Milton, N.M. 289. (1949)

JAGUAR Mark 4, 3½-litre saloon, finished metallic grey with leather, mileage 9,000; first registered May 1949.—Jack O'Siding & Co., Ltd., North Audley St., W.1. Mayfair 0222. (1949)

B. & H. MOTORS, 1468, High Rd., Whetstone, N.20. (1949)

1946 2½-litre Jaguar, green and green leather upholstery, wheel discs; bargain; £750; trade inquiries invited.—Hillside 6671. (1946)

JAGUAR

1939 S.S. Jaguar 1½-litre drop head coupe, black, in sound condition at this time; outstanding bargain, £325.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. (1939)

£315.—1936 (Nov.) 1½-litre Jaguar, immaculate throughout, one owner from 1944 (possibly the original).—Value Cars, Ltd., 562, Upper Richmond Rd., East Sheen, S.W.14. (1936)

12000 miles.—1947 (Sept.) Jaguar 1½-litre saloon, green, one owner, looks 5,000 miles.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only please.) (1947)

1948 Jaguar 1½-litre extra equipment saloon, black, brown leather, one owner, coachwork and mechanically excellent; £375.—Beardmore, 26, Queensway, W.2. Baywater 0136. (1948)

1947 (July) Jaguar 3½-litre de luxe saloon, 15,000 miles, finished black, brown leather upholstery, Ace discs, H.M.V. push-button radio, as new throughout; trade enquiries welcomed. (1947)

TOURISTS (LONDON), Ltd., Great North Rd., M. E. Finchley Station, N.2. Tudor 2301-2. (1947)

JAGUAR 1939, first registered 1940, black, engine and chassis completely overhauled in April last, cost of £140; coachwork perfect, radio, taxed and end of year. (1939)

21mpg, Yorkshire; £575 or offer.—Box 4797. (1939)

£385.—Jaguar 2½-litre de luxe saloon, literally immaculate, speed green bodywork, engine like new, excellent mechanical condition; best offer on looks and runs like £800 motor car; hire purchase, exchanges; 3 months' guarantee. (1938)

L. AMES of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (1938)

1947 3½-litre Jaguar saloon, one owner, fitted disc, Master radio, air conditioning, defroster and de-icer in excellent condition; best offer over £900.—Address Scaynes Hill Garage (Tel. Scaynes Hill 40). Scaynes Hill, Harwell Heath. (1947)

1937 Jaguar 2½-litre saloon, sliding head, good tyres, excellent condition throughout, laid up during war, recent complete overhaul, owner-driver since new, taxed year; inspection.—Great Western Motors, Reading, Hall, Sawyers Wood, Tidmarsh, Pangbourne, 17755. (1937)

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment saloon 1946, immaculately finished black with brown hide upholstery, a very small amount of mileage has been run and the car is in most outstanding mechanical order throughout; all the usual special equipment features, air conditioning, radio, demisting, Lucas headlights, etc. £365. (1946)

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, excellent value and a particularly fine runner; wings and one door slightly scratched, otherwise coachwork quite sound; £395. (1939)

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon 1939, similar to above, but with a more almost unblemished condition; beautifully finished in metallic grey with red leather, interior fittings new; marked; maintained by Jaguar Distributors since new on behalf of late owner; taxed half duty and in superb mechanical order; £555. (1939)

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon 1937, in very good condition for the year, original coachwork, clean leather upholstery, special opportunity; £295. (1937)

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, silver grey with grey leather, good engine, new tyres fitted very recently; £415. (1937)

CAMDEN MOTORS.—Jaguar 2½-litre special competition model 100, an exceptional motor, handsomely finished in metallic grey with blue leather and dark blue mohair top, history of performance, is known and it is claimed that this model will exceed speeds of 95 m.p.h.; special competition override tyres have been fitted and the car is equipped with stoneguards, special instruments and electrical equipment, passlights, etc., worthy of special consideration where performance is the first consideration; £495. (1937)

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon 1946/7, immaculate black finish, with brown hide upholstery, very low mileage, one-owner car, all conditions and other items of speed equipment; £795. (1946)

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon 1939, fitted radio, heater, fully chromed ace discs, demisters, twin passlights and every luxury, very good mechanical order, coachwork needs some attention, i.e., small amount of corrosion at bottom of doors but otherwise sound; unrepeatable opportunity; £595. (1939)

CAMDEN MOTORS.—Jaguar 1940 prototype of post-war model with similar features, fittings and instruments, finished in black and chrome with plain blue hide interior, fitted special equipment, air-conditioning, speed indicator, demisters, radio, twin horns and passlights, whole car in very good condition indeed, tip-top performance; £525. (1940)

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon 1946/7, in condition almost as brand new, beautifully finished black with brown hide upholstery and fitted H.M.V. push button Radiomobile, air-conditioning, etc. very sparingly used since new by one careful owner; £795. (1946)

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2581 and 3115. Write for our 19-page post-free catalogue of over 400 fully guaranteed used cars and details of our free delivery service, refund of extra petrol tax on 2,000 miles of motoring, refund of purchasers fares, essay and confidential hire purchase facilities, part-exchanges. Showrooms open till 6 p.m. six days a week. (1946)

Jaguar Cars Wanted

THE CAR MART Ltd., wish to purchase Jaguar cars.—320, Euston Rd., N.W.1. Euston 1212. (1946)

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors,

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2997.) (1949)

GREAT West Road, 385, Euston Rd., N.W.1. (Euston 4444.) (1949)

Official Jaguar Service Station, (1949)

JAGUAR TOWN SERVICE STATION (Gulliver 6141.) (1949)

MANCHESTER, 1-5, Peter St. (Blackfriars 7483.) (1949)

HENLYS, Ltd., England's Leading Motor Agent. (1949)

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 3400. (1949)

Jaguar Cars Wanted

ROWLAND SMITH'S, the Jaguar buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (1949)

COOMBS & SONS (GUILDFORD), Ltd.,

CURRENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (1949)

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13. (1949)

MAIN dealers, urgently require modern Jaguar cars.—Tel. Pal. Green, 1205-7173. (1949)

CATEHOUSE MOTORS wish to purchase good clean Jaguar cars. (1949)

CATEHOUSE MOTORS Ltd., Highgate Village London N.5. Mountview 4444. (1949)

POST-WAR Jaguar required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4468. (1949)

PARSONS MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. (1949)

CASH buyers of low-mileage 1½-litre Jaguars; dis- lance no object.—Haltons, Lord St., Southampton. Tel. 2265. (1949)

J. R. INWARDS, Ltd., main dealers for West Middlesex, are anxious to buy Jaguar cars.—High St., Ruislip 3035/4/5. Local 10099. (1949)

PRE-WAR Jaguar 1½- and 2½-litre cars urgently wanted.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tulse Hill 7106. (1949)

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1949)

CAMDEN MOTORS require to purchase Jaguar 1½-litre saloons and drop heads in good clean condition, 1938-40 and post-war; write, call or tel., stating price.—Tel. 2381 & 3115. (1949)

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2581 & 3115. (1949)

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models

AND at Manchester, Chetham Hill Rd. Deansgate 6216/7. (1949)

QUICK completion of repairs

SAUL & SLATTER, Ltd., main dealers. 10563

FULL stock of spares; Jaguar repair and maintenance.—Service Station, Green Lanes, Palmers Green, N.13. Pal. Green, 1205-7173. (1949)

PHILIP RICKARDS, Ltd., main dealers for Buckinghamshire; Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough, Tel. 22394. (1949)

R. P. FOWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. (1949)

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars; Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. (1949)

JEEP

JEEPS

24-HOUR service, Britain's leading Jeep specialists; full range of spares in stock; rebuilt Jeeps; detachable van and utility bodies from £55; spares despatched same day. (1949)

EXPORT.—Orders and enquiries invited by our export sales division. (1949)

MOTORCRAFT GARAGES, Station Approach Gunpowder Square, Chiswick, W.4. (1949)

WILLIS Overland Jeep with new utility body, good mechanical condition; £300. (1949)

GEORGE NEWMAN & Co., 569, Euston Road, N.W.1. Euston 4466. (1949)

1945 Jeeps, all types, perfect Jeep trailers, spares, amphibious Jeeps.—Davies & Groves, 1-5, Dorset Close, N.W.1. Padd. 8345. (Established over 100 years.) (1945)

METAMET'S 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car, 6 months' guarantee, over 20 m.p.g., optional commercial registration.—1006, Belzise Lane, N.W.3. (1949)

175 gns. (Jeep Ford), reg. Oct. 1947, grey, encased body, drop tailboard, spare wheel, good condition; genuine Jeep trailers available; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube). Hamstead 6041. (1949)

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeeps and Jeep spare parts, home and export, all spares stocked, exchange plan engine, gear box, water pump, new hood, basket set, brake linings, etc.—331-333, High Rd. Chiswick, London, W.4. Chiswick 1919. (1949)

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. (1949)

Jeep Spares and Service

AUTOWORK, Ltd., of Winchester, the largest Jeep stockists for all spares and service.—Tel. Winchester 4434. (1949)

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares phone Hamstead 8251.—1006, Belzise Lane, N.W.3. (1949)

JEEPS.—Autowork, Ltd., of Winchester, England's largest stockists of Jeep and trailers, tremendous quantities of new and used spares, literally everything in stock. Tel. Winchester 4834. (1949)

JEOP guide book to assembly; over 500 spare part illustrations; price 7/6; showing part numbers; Farmcraft, Ltd., for Jeeps, trailers, drop-on bodies, spares; best prices.—Write for catalogue and parts price list to: 37, Maiden Rd., New Malden, Surrey. Tel. 421/1. (1949)

100% Jeep specialists; the only make of vehicle we sell and service; spares our speciality; large orders quoted for, ordinary spares service by return; petrol conversions; Amphibious Jeeps; we give service.—Wick Autos, the Jeep People, 15, St. John's Rd., Hampton Wick, Kingston-on-Thames. (Tel. 4713.) (1949)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BROOKLANDS

JENSEN Distributors for London

NEW Jensen 4-litre 6-cylinder saloon, particulars on request from Mr. New Bond St., London, W.1. Tel. Mayfair 103 8351-6. [7870]

H
M
B

BENTLEY & PARTNERS.

JAVELIN and Jupiter main agents.

1949 (February) saloon, in desert sand with red leather interior. 5,880 miles only and as new throughout. £865.
THIS car has been passed by our service department and is guaranteed by us for six months.
Sackville House, 40 Piccadilly, W.1. Sloane 3094. [5639]

C

JOWETT Javelin 1949 saloon, 6,000 miles. £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7826]

1949 Javelin 1½-litre saloon in golden sand, radio, guaranteed. £975. [7826]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [7980]

1949 Jowett Javelin saloon, green with red upholstery, 12,000 miles. £925. [7980]

G. R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, Elmbridge 4583. [6513]

1949 Javelin, golden sand, beige leather upholstery, sm. mlg., specialist maintained, new cond., full reg. 865ms. [6495]

GODFREY, Ltd., 228-234, London Rd., Croydon, Cro. 364. [7703]

1948 Jowett Bradford Utility de luxe, 4 seats, reconditioned engine by makers, recollimated, guaranteed. £695. [7826]

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [7981]

GORDON CARS (LONDON), Ltd.—1948 Javelin black/red leather, exceptional—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. [8018]

£190.—Jowett 1935 4-door saloon, leather upholstery, recollimated and overhauled at cost of over £70 (bills available), immaculate condition. [7826]

ABBAY AUTOS, rear of 44-46, Chase Side, Southgate, N.14 (near Tube). Palmers Green 4540. [7826]

1949 Jowett Javelin saloon, 8,000 miles, beige leather upholstery, fitted heater, one owner—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4. [8012]

£850.—1948 Jowett Javelin saloon, Golden Sand, cloth upholstery, 10,500 miles, H.M.V. radio-motome fitted if desired, owner taken delivery new car. Box 5133. [8428]

1949 Jowett Javelin saloon, turquoise blue beige leather, H.M.V. radio, heater, condition perfect, one owner, taxed Dec. £930.—E. Vaughan, Aylesbury St., Bletchley, Tel. 168. [7617]

CROOKER & GREEN, Jowett main agents for Beckenham, Bromley and district; Javelin sales and service. Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Tel. Beckenham 2465. [7852]

1948 (October) Javelin, finished beige, one owner, 5,000 miles, loose covers, £895; trade and part exchange enquiries invited.—G. P. Morley, Ltd., 54 Streatham Hill, S.W.12. Tulse Hill 4488. [7212]

HILLWOOD MOTORS.—1948 Jowett Javelin, 11,000 miles, fitted heater, a fine example of this superb car, very roomy and economical. £925.—555-7-9, Longford Way, Mill Hill Circus, N.W.7. Mill Hill 4232. [8532]

1939 Jowett 10hp de luxe saloon, low mileage for year of manufacture, in exceptional condition throughout, guaranteed three years, guaranteed months. £350.—K.L.M. Motors, Ltd. 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [5519]

Jowett Cars Wanted

H. M. BENTLEY & PARTNERS.

WISH to purchase Javelin cars.—Sackville House, 40, Piccadilly, W.1. Sloane 3094. [9990]

THE CAR MART, Ltd., wish to purchase Jowett cars.—150, Park Lane, W.1. Grosvenor 3434. [0715]

ROWLAND-SMITH'S, the Jowett buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0945]

PRE-WAR Jowett 7 required, must be in good running order.—Particulars to Box 5052. [7602]

RAYMOND WAY, the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canbury Rd., Kilburn, N.W.6. Mainline Vale 6044 (10 lines). [5130]

Jowett Spares and Service

NEWHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newham House, 355-9, Hammer-smith Rd., W.6. Riv 4646. [0415]

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency, Harrow 1908. [0945]

MILSTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2461, 2629, 308, Erith Rd., Bexleyheath. [0571]

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Marylebone Rd., N.W.1. (Wellbeck 7988). [5247]

CROYDON.—Godfrey, Ltd., for full Jowett service and comprehensive range of spares. 228-234, London Rd., Croydon, Cro. 3641. [0463]

TRINITY CARS, Ltd., Jowett Javelin and Bradford main agents, spares, expert service and sales.—94, North Side, Wandsworth Common, S.W.18. Battersea 1165. [8029]

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden, Kingston 2241-2. [6618]

Jowett Spares and Service

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710. The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service. [0758]

LAGONDA

BROOKLANDS

LAGONDA Distributors for London

DETAILS and catalogues available for new models; also on show at

103, New Bond St., W.1. Tel. Mayfair 8351-6. [7871]

SWANMORE CAR SALES.

1939 Lagonda V12, medium chassis, Sanction II engine, 27,000 miles, one titled owner, showroom condition. [7826]

1939 Lagonda V12, short chassis, 36,000 miles, radio, lately owned by Duke of Marlborough. EXCHANGES and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe East, Tel. Southbourne 1022. [8405]

SIMPSON'S MOTORS offer:—

1940 Lagonda V12 limousine, first reg. 1950, £10 tax, coachwork needs slight attention, mechanically good. £750. [8415]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [6116]

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kingston 6642 (5 lines). [0264]

GUY SALMON AUTOMOBILES.

HAVE on view the superb new Lagonda saloon and coupé, reasonable delivery; may we quote you your present car?—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [8415]

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 3324. [3525]

LAGONDA 1933 3-litre sports saloon, exceptional condition, fast, quiet, weatherlight, comfortable.—11, Bywater St., Chelsea, Kensington 1579. [7765]

CLASS'S MOTOR MART, 1936 Lagonda 4½-litre drop head foursome coupe, superb condition, written guarantee.—5, Warren St., W.1. Euston 5523. [4525]

T. VIGES MOTORS, Ltd. (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), offer 1937 coupe, 1935 Rapide coupe, 3-litre saloon, etc. WE are open to purchase a few late models for rebuilding. [7826]

273, London Rd., Staines, Tel. 3457-8 or (private) Walton 1562. [0287]

1928 6-cyl Lagonda saloon, in good mechanical condition, space wanted; £100, offers considered.—Humphris, Chavey House, Winkfield Row, Bracknell. [8545]

1934 P.1006, Noret, telecontrols, all instruments, engine, upholstery and coachwork good; offers.—C. Eaton, 20, Colindale Ave., Colindale, N.W.9. [7765]

2-litre Lagonda speed model tourer, 1932, engine just rebuilt and now really exceptional mechanically and in appearance, absolutely ready for the road; £235. Tel. Vigilant 0239 week-end or after 6 p.m. [8529]

1938 Lagonda V12 saloon, one titled owner, moderate mileage, fitted radio, magnificent condition in every respect; £895.—Clayton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston 5228 (5 lines). [7799]

LAGONDA 3½-litre pillarless saloon, 1935, laid up the war; this car was completely overhauled by Lagonda in 1946 and has run very little since; £450.—Ian Strickland, Ltd., Haslemere, Surrey. Tel. Haslemere 770. [7645]

265 ms.—Lagonda Rapier, August 1935, 10hp twin overhead camshaft foursome drop head coupe, steel grey, red wheels, leather upholstery, good tyres, very good condition; terms, exchanges.—Rowland Smith, Hampstead 6041. [8497]

395 ms.—Lagonda Rapide, 1935 (reg. 1936), 4½-litre pillarless sports saloon, black, sliding head, brown leather, new Dunlop tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). [8497]

1936 completely renovated at cost of £150; this is now one of the most attractive Lagonda drop head coupes there are; £850.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [8249]

Kingston-on-Thames, Kingston 1185. [8249]

ROWLAND SMITH'S, the Lagonda buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0946]

LAGONDA cars.—A limited number of home-made orders now acceptable; used models always wanted. Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 0011 (ten lines). [0258]

Lagonda Spares and Service

DAVIES MOTORS, Ltd., see our display advert on page 749. [0217]

LAGONDA owners are advised to contact the manufacturer for service, overhauls and spares for 4½-litre and V12 models; service engines in stock. [0217]

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex, Tel. Feltham 2291. [0906]

LAMMAS GRAHAM

1938 26hp Lammas Graham drop head foursome condition; £435.—Crawley, Western 6015. [6238]

LONDON distributors.

LANCHESTER

LANCHESTER 14 1938 saloon, i.f.s., 13,000 miles. £825.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [7827]

H. A. SAUNDERS, Ltd., offer:—

1947 Lanchester 10 saloon, black and red leather, H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. [8063]

£25.—Lanchester 15 saloon, for spares or re-conditioning.—Knight, Nately Towers, Hook, Hants. [7603]

1949 Lanchester 10, low mileage, as new.—Stadium Autos 178, New Barn St., London, E.13. Alb. 3566. [6294]

LANCHESTER

GORDON CARS (LONDON), Ltd.—1948 Lanchester 10 saloon black, 8,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. [8018]

LANCHESTER 10hp saloon (1947), black with brown leather, excellent condition; £850.—Strattons, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [5043]

SIMPSON'S MOTORS (WEMBLEY), Ltd. engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service. [8046]

D. DAIMLER House, Bournemouth. Tel. 5405. [10545]

425 ms.—Lanchester Roadster, 1939 model, 14hp, de luxe 4-door saloon, maroon and black, sliding head, maroon leather, preslector, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube). Hampstead 6041. [8498]

Lanchester Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [10965]

LONDON CARS require good used 11/14hp Lanchester saloons; later models preferred. [10965]

LONDON CARS, 592-5, Greendard Rd., Greenford, Middx. Waxlow 2643. [4108]

ROWLAND SMITH'S the Lanchester buyers.—11, Bywater St., Chelsea, Kensington 1579. [7765]

CASH buyers of low-mileage Lanchester 10s; distance no object.—Hattons Lord St., Southport. Tel. 2268. [0795]

BRITISH & COLONIAL MOTORS, Ltd., require used Lanchester cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [7940]

Lanchester Spares and Service

ARCO MOTORS, Ltd.

ARCO MOTORS, Ltd.—Preslector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237]

LANCIA

SIMPSON'S MOTORS offer:—

LANCIA Aprilia, late 1938, exceptional condition, has been maintained regardless of cost by very fastidious owner, really genuine motor car, powder blue metallic; £1,000. [8046]

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [6116]

KEVILL DAVIES & MARCH, Ltd., offer:—

1938 Lancia Aprilia saloon, black, brown hide upholstery, good condition. [8274]

41 2533. [8274]

1938 Lancia (October) Aprilia, good tyres, 1950 appearance; £550; private (Midlands).—Box 5147. [8042]

LANCIA Aprilia, first registered 1938, cloth, red sprayed, new chrome, tyres, battery; £425.—Box 5054. [7612]

1938 Lancia Aprilia saloon, nice condition, genuine car.—Rushmer, 30, Holland Park, W.11. Park 5731. [18601]

1939 Lancia Aprilia saloon, carefully maintained by enthusiast.—Autowork (Winchester) Ltd., Winchester. Tel. Winchester 4834-3406. [7963]

JOHN S. TRUSCOTT, Ltd., usually have Lancia cars, only a few examples are offered; one exceptionally fine 1939 Farina cabriolet is now available; full details on request.—175, Westbourne Grove, W.11. Tel. 4274. [7911]

LANCIA Aprilia saloon, delivered new September, 1939, one owner, no accidents, reconditioned engine, good tyres, original suitcases and tools, radiator heater, separate tyre pump, screen washer, Hardy Spicer universal joints; £750.—Box 5056. [7615]

LANCIA Aprilia 12hp 4-door pillarless saloon, registration date Nov. 1939, colour silver, wine colour cloth interior, as new, latest December, a really beautiful car with a fine performance, all good tyres; price only £625.—Dalwood Motors, Pinner Green, Middx. Pinner 6714. [8440]

1939 Aprilia drop head foursome by Ghia, superb appearance, similar to post-war model, cellulose unmarked, dark grey with blue leather upholstery, hood and chrome work as new; £850; part exchanges available.—Alton Garage, 17, Brook Mews, Craven Rd., Paddington 3952 and 4710. [8294]

1939 Lancia Aprilia, with many extras, including new Philco radio, 1949 front suspension, Lucas head and side lights, Bowden cable radiator shutters, thermometer gauge, twin suction hooters, spot light, new battery, 2 new tyres, demister, etc.; this car in absolute tip-top condition, registered August, 1939; £695 or nearest offer; private; any trial.—The Ballbrook Surgical Instrument Co., Ltd., 9, Blackfriars St., Salford, 5. (Tel. Bis. 1405). [7654]

A VERY special Lancia DiLambda, registered July 1937, this car was specially built for a famous Italian racing driver, the bodywork is the most beautiful we have seen for some time, full five-seater by Farina with streamlined tail, moulded glass sun top roof, all chromium as new and special headlamps made the latest type ribbed chromium disc wheels, and generally the body is quite unmarked; two spares, a whole host of extras combine to make this powerful car utterly luxurious and beyond compare in equipment, suspension, with an excellent motor. £525.—Eton Motors, 33a, Adam & Eve Mews, Kensington, W.8. Western 7072. [8446]

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.23. Tel. Hillside 2303. [0243]

CASH immediately for good Lancia.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [8123]

JOHN S. TRUSCOTT, Ltd., urgently require first-class Lancia.—175, Westbourne Grove, W.11. Bay 4274. [7917]

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilia, 41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [8046]

LANCIA Aprilia latest models wanted.—A. Freeman, 19, Rye, 2674/5. [10071]

Lancia Spares and Service

LEA-FRANCIS

1949 14hp 2-seater Lea-Francis, mileage 5,000, cost over £1,500; will accept £995.—Dunlop, Luton 2100. [7775]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors London and Home Counties, offer:—
1949 Lea-Francis 14hp streamlined saloon, maroon, 7,000 miles, H.M.V. radio, heater, twin fog lamps and petrol pumps, a very attractive and modern car, offered at controlled price of £1,350.
 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. (7877)
UPPER sports 2-seater 14hp Lea-Francis 1949 (on covenants), superbly smart in metallic grey, excellent performance, indistinguishable from new; £1,150.
WADCOOL MOTORS, 150, West End Lane, N.W.6. Hamstead 1177.

1949 (Feb.) Lea-Francis 14hp station wagon type coachbuilt van, 9,000 miles, immaculate condition, taxed.—Offers to Clascold Limited, Abbey Lane, Leicester, Tel. 61611. (6997)

Lea-Francis Cars Wanted
 CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—
 12, Wellesley Ave., W.6. Riv. 1413. (6983)

Lea-Francis Spares and Service
 LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers—Bentley and Works, Much Park St. Coventry, Tel. 62024-5-6. (7032)

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (8370)

Lincoln Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln—Wembley 3903. (7019)

LINCOLN-ZEPHYR

SIMPSON'S MOTORS offer:—

1939 model Lincoln-Zephyr, fitted radio, heater, light-hand drive, one of very few perfect pre-war motor cars, low mileage. (8048)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903.

DICKS CAR SALES offer:—

1949 Lloyd sports tourer, 6,000 miles only, unmarked, £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (8174)

MERCEDES

CHIPSTEAD MOTORS, Ltd. See under Sports Cars, advert No. 8045. (3326)

Mercedes Cars Wanted

CHIPSTEAD MOTORS, Ltd. Always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. (3328)

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd.

1938 Type 230 20hp saloon, black with grey leather upholstery, right-hand steering no mileage since completely and thoroughly overhauled, all tyres, offers £A Victoria 3715. (8353)

MERCEDES-BENZ 1938 model roadster, two seats and dicky seat, 14hp, 27 mpg specially designed for comfort and reliability, colour two-tone red any trial, £425.—Kingston Garage, Andover, Hants. Tel. 4893 (513)

MERCEDES-BENZ 1937 model (first registered November, 1936), type 500 57hp superb 4-seater, cabriolet coachwork, high speed red leather, low mileage, this car has been beautifully maintained and is in exceptional condition throughout.

UTO SERVICE GARAGE (B'MTH.), Ltd., R.L. Stevenson Ave., Bournemouth, West. Tel. 63554. (8555)

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Repairs, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3114. (8550)

BROOKLANDS

1949 M.G. T.C. sports 2-seater, green with beige leather, speedometer reading 6,000 miles.

103 New Bond St., W.1. Tel. Mayfair 8351-6. (7872)

CAR MART, Ltd.

M.G. T.C. 1947 2-seater, 1,000 miles; £675.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (7828)

OVERSEAS CARS, Ltd.

1949 1½-litre M.G. saloon, black red upholstery; £975; for other Overseas Car bargains see page 25.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. 3317. (8334)

SIMPSON'S MOTORS offer:—

1935 M.G. Magnette saloon, exceptionally nice motor car, £255.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903. (6118)

WOODBAIN CARS offer:—

£265—M.G. 8hp PA open sports 2-seater, green and chrome, immaculate condition throughout, recently rebored and overhauled.

£225—M.G. 12hp K-type Magnette open sports 4-seater, spotless green cellulose, new all over tonneau cover, just decked, looks a million dollars.

£198—swept wings, headlamp stoneguards, new hood, paintless, etc., a real beauty.

£185—M.G. 8hp open sports 2-seater, maroon, red and black bodywork, excellent upholstery, excellent tyres and battery, sound hood and almost new screens, bargain.

MANY others—Woodbain Cars, M.G. Specialists 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435. (3291)

TOM GARNER, Ltd., offer:—

1946 M.G. T.C. sports 2-seater, red with red leather, 11,000 miles.

TOM GARNER, Ltd., 11-13, Peter St., Manchester, 2. Blackfriars 9265-6. (7735)

TOULMIN MOTORS offer the following cars for sale:—

1936 N.A. Magnette 4-seater, reconditioned engine unit.

1936 full 4-seater N.A. Magnette, reupholstered and reconditioned (choice of two).

1934 K.1, first-class car.

TWO blown Q types, guaranteed over 100mph, fitted out, road equipped.

1,000cc. No. 5 car, 746cc.

TOULMIN MOTORS, The Roundabout, Hanworth, 1, Middlesex, Tel. 6033. (8341)

1947 M.G. 2-seater, 9,000 miles, black with red upholstery, immaculate; £650.

STEEL GRIFITHS & Co., Ltd., 295, Camberwell Road, London, S.E.20. Euston 6811. (8561)

1935 M.G. P.A. 2-seater, black, smart appearance, good engine, very fast; £275.

MAGDALEN MOTORS, 111, Trinity Rd., Wandsworth Common, S.W.18. Battersea 5573. (7171)

1936 Magnette, many new items, good condition; £375.—2, Oakdale Rd., Weybridge, Surrey. (8546)

1931 M.G. M-type aluminium body, B.R.G., good condition; £135.—Mudford, Sloane 4631. (8555)

M.G. 2-seater special lightweight body, shp, hydraulic brakes; £165.—Mason, 23, Rushmore Rd., Clapton, E.5. Amherst 3554. (7684)

M.G. 2-litre d.h. coupe, 1938/39, good condition; £280, taxed year; £315.—Smith, 22, Sutton Square, Heston, Hounslow 1004. (7606)

1939 M.G. Tickford drop head T.A. model, exceptional, Lional, Colson, low mileage, recent £30 overhaul; £390.—Box 5154. (8572)

GORDON CARS (LONDON), Ltd.—1949 M.G. T.C. 2-seater, black/green, 7,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6811. (8020)

M.G. M-type rebored, new mains and big-ends, new king pins, body good; £75 or near offer.—2, Squirrel Cottages, Green St., Eastbourne. (7628)

1949 M.G. T.C. 2-seater, green, green leather, 5,000 miles, apex unused, one owner.—Ripoo, Ltd., 16, Albemarle St., W.1. Regent 1244. (8018)

375—black, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

245—gns.—M.G. Magnette 1935, 12hp N-type, good condition; terms, exchanges.—Rowland Smith, below.

595—gns.—M.G. Midgley 1947 11hp T.C. 2-seater, black, lawn mower, very small mileage, 1948 unused, excellent condition; terms, exchanges.—Rowland Smith, below.

295—gns.—M.G. Midgley 1936 8hp PB Airline coupe, mauve and red, sliding head, red leather, very good condition; terms, exchanges.—Rowland Smith, below.

225—gns.—M.G. Midgley 1935 8hp P 4-seater, red, maroon leather, very good condition; terms, exchanges.—Rowland Smith, below.

145—gns.—M.G. Midgley, Dec. 1932, 8hp sports 2-seater, red, good condition, excellent condition; terms, exchanges; list open 7-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (8506)

1940 M.G. 1½-litre sports saloon de luxe, black, leather, radio and heater, 11,000 miles since engine reconditioned; guaranteed; £535.

C. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (7982)

1939 M.G. T type midgley two-seater; £385.—Monroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 111-2. (8295)

1946 18 months and in exceptional condition; £520.—Skinner, 9, Bedford Rd., Belvedere, Kent. (7759)

£875—M.G. 1½-litre saloon Feb. 1939, maroon, with beige leather, black interior, 14,900 miles, immaculately maintained by one owner since new.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115.—Hire purchase. Part-exchanges. Free delivery. (7906)

PERFORMANCE CARS of Daleham Exes, Beisale Lane, N.W.3 (Ham. 8707), offer several M.G. cars, 3 months written guarantee. See under "Sports Cars." (5441)

WALTER SCOTT, Ltd., offer M.G. Midgley 1935 J.2 type 2-seater; £275.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube), Primrose 5914. (7974)

£135—J.2 shp sports 2-seater, recent complete engine overhaul, costing £50.—Mitchell, Dormer's Farm, Bletchingley, Surrey. Bletchingley 315. (7620)

£895—1948 1½-litre M.G. maroon saloon, perfect condition, taxed and insured end of year, reason for sale new car rec'd.—J. Merrett, 3, High St., Leominster. (8403)

M.G. T.A. 1938, excellent condition (black), extra, taxed, insured, 300 miles since rebore; photograph available; nearest £350.—Allsopp, 7, Lovatt Ave., Newcastle, Staffs. (7686)

M.G. drop head coupe, 1937, 17,979th, finished metallic grey; price £475.—Full particulars write C. M. S. Hardwick, Gee Walker & Slater, Ltd., Severn Works, Mansfield Rd., Derby. (8558)

M sports 4-seater, 1933, 3 months' written guarantee; £180.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 5332. (8515)

M.G. T.C. model 2-seater, 1947, black, H.M.V. 9,000 miles, superb condition; exchanges and terms.—Swanmore Garage, 1176-80, Christchurch Rd., Boscombe, East. Tel. Southampton 1022. (8406)

1939 1½-litre M.G. foursome drop head, the perfect little motor, in excellent order; £255.—R. E. P. Garages, Ltd., 302-6, King St., Hammersmith, W.6. Riverside 2891. (8519)

M.G. 1½-litre drophead coupe with unusual modification body and wing treatment, twin spot lamps, twin wind horn, fitted tool tray, excellent condition; £500 or near offer.—37, The Drive, Walthamstow, E.17. (8531)

1939 M.G. T.A. Tickford drop head coupe, finished in green, beige leather upholstery, in excellent condition throughout; £400.—Seymour & Clements, Ltd., 88, Watford Way, Hendon Central, N.W.4. Hendon 2146. (8531)

M.G.

BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 5348.

1937 type T.A. 10hp 2-seater, in very nice condition, new hood and a/wheel pins, red with aluminium wheels and red leather, ready for immediate use; £330.—Ralph & Co., 22, Conduit Place, W.2. Pad. 8636. (7740)

1949 M.G. T.C., black/red, 8,500 miles, taxed, insured year, absolutely perfect, an ideal fitted Newton suspension, chromium grid, loose covers; £685.—Pike, 57, Ainslie Wood Gardens, E.4. Sil. 3361. (8449)

M.G. T.C. supercharged (Marshall blower), 18 months old, black immaculate condition, must be seen; fastest and most attractive T.G. on road; low mileage, over 90 m.p.h. genuine; never raced; all extras including Newtons; £750.—Tel. Silverthorn 3058. (7616)

T.C. M.G. 1949 (Sept.), maintained exclusively by steering box, telecontrols and Harford; exceptionally good engine, 12,000 miles, green cellulose as new; £820.—Miss B. Marshall, Shellington, Faringdon, Berks. (7763)

SCARCE model 1939 M.G. 2½-litre sports 4-door saloon, black and chromium, red leather, immaculate appearance, delightful performance, thoroughly recommended, taxed to December, offered with written guarantee; £595; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (8112)

1948 series T.C. type M.G., 10,200 miles, black with red leather, dual windtunes, trafficators.

H.M.V. push-button model, special chromium luggage carrier, one engineer owner, maintained regardless of cost, 2500 condition throughout. £500s.—Chingell, 13, Dunchurch Highway, Coventry. Tel. Coventry 81460. (8590)

1935 M.G. P.A. supercharged, large section special wheels, 5 new Magnette cycle parts, attractively finished in granite grey with blue side interior and grey mohair top, personally maintained and serviced by late owner, a qualified engineer and himself an M.G. expert, whole mechanical condition quite exceptional for a car of its year. Call, write or phone.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 fully guaranteed used cars in stock. Write for 18-page post-free catalogue. Easy and confidential hire purchase facilities, part-exchanges. (7899)

£485—1½-litre 12hp M.G. foursome drop head coupe, 1938-9, very good condition, attractively finished in granite grey with blue side interior and grey mohair top, personally maintained and serviced by late owner, a qualified engineer and himself an M.G. expert, whole mechanical condition quite exceptional for a car of its year. Call, write or phone.

£295—M.G. Midgley 10hp sports roadster. (7899)

type T.A., black with green leather and dark grey hood, coachwork in very sound condition, interior clean and tidy, excellent hood and all-weather equipment intact, engine rebored and aligned, crankshaft, reground, brakes relined in January this year (approx. 3,000 miles since), whole car in very good mechanical order indeed, several extras, Lucas sport lamp, demister, mascot, etc., genuine value for money and fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2381 and 3115. Over 400 fully guaranteed used cars in stock. Write for 18-page post-free catalogue. Easy and confidential hire purchase facilities. Part-exchanges, free delivery. (7897)

M.G. Cars Wanted

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (0966)

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (0948)

SLOCUMBS OF NEASDEN.

SLOCUMBS—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone Rd. Tel. 2381. (8506)

PRIVATE buyer requires post-war M.G. sports tourer, up to £500.—Box 5153. (8549)

M.G. 1½-litre saloon, 1938/40, in good condition, required Reeves Motors, Grand Parade, (9152)

URGENTLY required, low mileage 1948-9 M.G. 1½-litre sports.—Gibson Sports Cars (Christchurch), 107, Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (6396)

MAYFAIR GARAGES Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 5104. Particularly want J.A. and T.s for cash. Phone or write for buyer to call. (7447)

CAMDEN MOTORS require to purchase M.G. 1½-litre M.G. sports saloons and drop head coupes in good condition, 1938-40; write, call or tel. stating price required.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2381 & 3115. (8405)

RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.5. Maida Vale 6044 (10 lines). (5661)

M.G. Spares and Service

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Herford St., London, W.1. Tel. Grosvenor 4141. (0500)

FOR M.G. mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton. (0395)

M crankshafts in stock; see under P. & A. column.—Derrington, 159, London Rd., Kingston 5621-2. (5182)

TOULMIN MOTORS specialise in M.G. and M.O. cars, only repairs and complete overhauls, all models, reconditioned engines in stock for types P, J. T. and L, and V Magnette; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides and valve springs, gaskets, all models; tyres, batteries, supplied; wire wheels supplied and repaired, road springs new and reconditioned, brake drums reconditioned.—A. E. Witham, Queen's Garage, 10, Wimbledon, S.W.19. (Wimbledon Station) Liberty 3093. (0433)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORGAN
1937 Morgan 4/4 2-seater, super condition; £295 or exchange larger car.—5a, Aboyn Drive, S.W.20. Mal. 5057. (1853)
BRAY MOTORS—1939 Morgan 4/4 super sports 2-seater, excellent performance, new tyres, taxed December; offered at the very competitive figure of £350.—BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (1854)
MORGAN 4/4, 1938 2-seater, immaculate condition, Scintilla, telecontrols, cycle type wings; send for photograph and details; £350 or nearest.—Lister, 241, Milton Rd., Cambridge. (7687)
BEVERLEY MOTORS will shortly have completed special 2-seater 4/4 Morgan for our customers' inspection and criticism or plain ride remarks.—Beverley Motors, Proprietor N. H. Mann, Coombe Rd., New Malden, Tel. Malden 4403. (5325)

Morgan Cars Wanted

ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1949)
RAYMOND WAY, the hire purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (5131)

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. (19514)
MORGAN'S available spares in stock.—H. W. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Bal. 0570. (10728)

MORRIS MINOR

CAR MART, Ltd.
MORRIS MINOR 1949 saloon, 11,000 miles; £715.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (19514)
1949 Minor saloon, black, beige upholstery, 8,000 miles, quite faultless condition; £735.—J. S. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 3408. (18200)

Morris Minor Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. (10716)

MORRIS EIGHT

CAR MART, Ltd.
MORRIS 8 1948 4-door saloon, 2,000 miles; £675.
MORRIS 8 1948 4-door saloon, 8,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (7830)
NEWMAN'S, Ltd.

1948 Morris 8 4-door saloon, black with brown, low mileage.
NEWMAN'S, Ltd., 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (18035)
CONTINENTAL CARS, Ltd.

1947 (late) Morris 8 sunshine saloon, 2-door, leather; £535.
PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 3122/3. (7665)

DICKS CAR SALES, Ltd. offer:—

1947 Morris 8 saloon, positively as new; £525.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6888-9. (7425)

G. P. (BALHAM), Ltd., offer:—

255 ems.—1938 Morris 8 saloon, excellent condition, many trial runs, Balham Hill, S.W.12. (10948)
yards Clapham South Tube. Battersea 3117. (7978)
H. A. SAUNDERS, Ltd., offer:—

1939 Morris 8 tourer, black, brown upholstery, low mileage; £395.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. (18064)

1946 Morris 8 2-door saloon, sliding roof, low mileage; £450.—Sio. 7219, Speedy Transport. (18232)

1947 Morris 8 saloon, sunshine roof; £550.—Cheam Motor Co., Ewell Rd., Cheam. Visitant 0125/6/7. (18478)

1938 Morris 8 4-door saloon, in good condition throughout, 5 good tyres and new battery; £245.—Richmond 3589. (18462)

GATEHOUSE offer 1948 (August) Morris 8 4-door saloon, black leather upholstery, 8,000 miles, as new, one owner; £845.
GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. (18342)

1946 Morris 8 4-door saloon, sun roof, black and brown leather, low mileage, exceptional condition throughout; £435.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (8227)

BRAY MOTORS—1935 Morris 8 side-valve freshly built 4-seater, recovers, new hood, sidecreens, etc., smart, economical car.
BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (18545)

£545 leather upholstery, one owner, well maintained, showroom condition.
MORGAN 4/4 1937 Morris 8 de luxe saloon, black, brown leather, 4-door, 492-496, Chiswick High Way, W.4. Chiswick 0558-2619. (7155)

1938 Morris 8hp saloon, perfect; £285.—Engines Reconditioned, Ltd., 333, Pinner Rd., Harrow, Middlesex. Harrow 1269. (5477)

1936 Morris 8 4-door saloon, black, reconditioned engine, perfectly maintained; £200.—Tel. Romford 5065. (7698)

1938 Morris 8 2-door saloon, 1 owner, excellent condition; £265.—Tanner Bros., 871-875, Fulham Rd., S.W.6. Renown 4494. (8179)

1938 Morris 8 4-door saloon de luxe, excellent condition throughout; £280.—Tanner Bros., 871-875, Fulham Rd., S.W.6. Renown 4494. (8180)

1939 Morris 8 4-door saloon, very good condition throughout; £355.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. (8039)

1948 Morris 8 4-door saloon, positively unmarked in use, lowest price 5,000; £595.—J. C. Rose, Ltd., Stafford Rd., Wallington, Surrey Wallington 6877-8. (7260)

MORRIS EIGHT
(Oct.) Morris 8 de luxe saloon, sun roof, leather, excellent condition; £345.—348, King St., Hammermith, Riv. 2837-8. (7805)

1938 Morris 8 sports 4-seater, immaculate, cruises 50mph; £248 offers, exchange larger car.—Rose, Wimpole College, Arrington, Cambs. (18361)

MORRIS 8 tourer, 1937, reconditioned December, 1948, new hood and sides, radio, good condition; £210.—Eveling, 15, Mansfield Avenue, N.15. (16603)

1938 Morris 8 sun saloon, 5 nearly new tyres, very sound throughout; £285.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (7646)

1947 Morris 8 4-door 8-light saloon de luxe, black, brown, sliding roof; replacement engine just fitted, not yet run in; showroom condition inside and out; £595.
GLANVILLE GARAGE, 30-32, Berrrow Rd., Burnham-on-Sea, Somerset, Tel. 75. (17704)

1939 Morris 8 sports 4-seater, exceptional condition throughout; £355.—Montrose Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2. (18294)

1948 4-door de luxe saloon, green, 10,000 miles, as new, £625; also 1947 (November) black, 6,000 miles, £595.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 6636. (18217)

CEDARS GARAGE—All our used cars are carefully selected, tested and overhauled in our workshops before they are offered for sale with a 3 months' written guarantee and 24-hour service.
1938 Morris 8, original condition, blue and black, 39,000 miles; £315.
CEDARS GARAGE, Lee Terrace, Lewisham, S.E.13. Lee Green 920. (18312)

1939 Morris 8 4-door saloon, black, 18,000 miles, has been laid up, one private owner, a very excellent car; £420.—B. J. Hunter, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. (18453)

1938 Morris 8 saloon, extremely clean, black cellulose with red leather upholstery, good tyres and performance; £263 cash, or £280 deposit with balance payable over 18 months; open 9-8 week-days.—C & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladstone 8605-6. (7011)

Morris Eight Cars Wanted

CAR MART, Ltd., wish to purchase Morris 8 cars.—150, Park Lane, W.1. Grosvenor 3434. (19514)
CASH buyers of low-mileage Morris 8; distance no object.—Huttons, Lord St., Southport, Tel. 2268.
ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1949)

MORRIS 8 wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex, Tel. Seven Kings 3536/7. (11550)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (5162)

MORRIS TEN

PRIDE & CLARKE, Ltd.
1947 Morris 10 saloon, black, brown leather, very carefully maintained; £555; terms 24 months, exchanges, lists.—Stockwell Rd., S.W.9. Bri. 6251. (7883)

H. A. SAUNDERS, Ltd., offer:—
1947 Morris 10 saloon de luxe, 10,000 miles; £695.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. (18065)

GLANFIELD LAWRENCE offers:—
1947 Morris 10, black, brown leather upholstery, N.12. Finchley 0091. (7221)

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., offer the following:—
1948 Morris 10 saloon, 10,000 miles only.—47, Sloane St., S.W.1. Tel. Sloane 5288. (18043)

1948 Morris 10, black, brown leather, low mileage; £685.
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. (18261)

1939 Morris 10 saloon, very clean condition; £435.
1934 model Morris 10 tourer, good condition; £150.—Barnes Garages, 315, Finchley Rd., London, N.W.3. Hampstead 2221. Mal. 1627. (18473)

1948 Morris 10hp saloon, green/brown leather, one owner, guaranteed; £725.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (7983)

1947 Morris 10 saloon, black and brown leather, low mileage excellent condition throughout; £595.
JOHN CAMPBELL MOTORS 415 Holloway Rd. N.7. North 4441. (8227)

£365 leather interior, excellent throughout, choice 2; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 3066-7. Open Mon. to Sat. 9-5 (50 yds Holland Park Tube Station). (7679)

1948 Morris 10 saloon, 3,700 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7954)

£365—1939 Morris 10 saloon, taxed year, brown and beige, immaculate inside and out.
Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen, S.W.14. (18285)

1948 (July) de luxe saloon, black, 6,000 miles, one owner, half leather, 1945.—Jarvis & Sons, Ltd., Morris House, Morden Rd., S.W.19. Liberty 4656. (18218)

G. J. SHAFFER & Co., Ltd., offer late 1946 Morris 10 4-door saloon, really good condition, £565; also 1947 Morris 10 4-door saloon, excellent condition, £625.—120-32, Cricklewood Lane, N.W.2. Gladstone 3311. (18113)

Morris Ten Cars Wanted

CASH buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southport, Tel. 2268. (10797)

Morris Ten Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. (10716)

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1949)

NUFFIELD specialists want Morris 10s in good condition.—Wards of Putney, 72, West Hill, S.W.15. Putney 7422. (16054)

MORRIS 10 cars wanted; cash or exchanges; h.p. 9/35 settled.—Mac, 12, Brambledown Rd., Wallington, Surrey 6397. (7422)

MORRIS 10 wanted for cash, immediately.—King's Autos, 725-727, High Rd., Seven Kings, Essex, Tel. Seven Kings 3536/7. (11551)

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (5163)

MORRIS TWELVE

G. P. (BALHAM), Ltd., offer:—
£167 /10.—1936 Morris 12/4, excellent runner, paintwork dull, any trial, genuine bargain.—2c, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 3117. (7975)

1938 Morris 12hp blue, blue leather upholstery, good condition; £380.
MANOR CIRCUS MOTORS, Ltd., Beacon Service, Lower Mortlake Rd., Richmond, Tel. Richmond 4006. (15642)

1937 Morris 12, black, red leather upholstery; £290; 3 months' guarantee.—Tankard & Smith, Ltd., 37, Feckham Rd., S.E.15. Rodney 2051. (18363)

1938 Morris 12, grey with blue leather upholstery; £245; 3 months' guarantee.—Tankard & Smith, Ltd., 37, Feckham Rd., S.E.15. Rodney 2051. (18364)

1936 Morris 12 saloon de luxe, series II, excellent tyres, in very good condition throughout; £210.—Garage Services Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408. (7569)

£425—1939 Morris 12 de luxe saloon, genuinely immaculate bodywork, just fitted new engine and major overhaul, excellent mechanically and really outstanding motor car; hire purchase, exchanges; 3 months' guarantee.
ARMES of Wood Green, Caxton Rd., N.22. Bowes Park 4144. (18244)

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (1949)

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (5164)

MORRIS OXFORD

CAR MART, Ltd.
MORRIS OXFORD 1949 saloon, heater, 5,000 miles; £595.
MORRIS OXFORD 1949 saloon, 12,000 miles; £950.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (19514)

TOM GARNER, Ltd., offer:—
1949 Morris Oxford saloon, maroon with beige leather, 7,000 miles; £950.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. (7734)

H. A. SAUNDERS, Ltd., offer:—
1949 Morris Oxford saloon, 4,800 miles; £985.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho Corner), Hillside 0024. (18066)

WARWICK WRIGHT, Ltd., offer:—
1949 Morris Oxford saloon, green, buff leather, 11,000 miles; £995.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (7995)

1949 Morris Oxford saloon, 2,000 miles, grey, one owner.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2854-4. (18064)

1949 Morris Oxford saloon, 1,600 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7944)

1949 Morris Oxford saloon, 4,400 miles only, colour black, as new; £985.—69, Broadway, Wembley, S.W.19. Liberty 3456. (18506)

1949 Morris Oxford saloon, 8,000 miles, radio and heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. (7945)

MORRIS OXFORD, finished green with beige leather, 11,000 miles, June, 1949; £950.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8298)

1949 Morris Oxford saloon, black with lawn leather upholstery, radio and heater, as new, speedo reading 5,000; price £985; terms and exchanges.—Taylor Motors, 54a, Selsdon Rd., South Croydon, Tel. Croydon 5416. (18161)

1949 Morris Oxford, April, 1949, de luxe saloon, black, beige hide, heater, 6,000 miles 1 owner, guaranteed perfect throughout; demonstration anywhere.—Premier Motor Co., Aston Rd., Birmingham. (8570)

Morris Oxford Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. (10717)

Morris Six Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Six cars.—320, Euston Rd., N.W.1. Euston 1212. (10716)

MORRIS MISCELLANEOUS

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax 4601-3. (10379)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS MISCELLANEOUS

MCKINNON MOTORS, Ltd., offer:—

1949 Morris Oxford saloon; £995.

1949 Morris Minor tourer; £700.

MCKINNON'S, Langham House, 3, Stafford Rd.,

Wallington, near Croydon, Surrey. Established

1906. Tel. Wallington 3404. (7629)

MORRIS cars 8hp and 10hp. 1947 and 1948 models.

In nice condition, always available; ask us to send

you full particulars.—Maudes of Norwich, Ltd. (Morris

distributors), 106-110, Prince of Wales Rd., Norwich.

Tel. Norwich 20541. (10105)

Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hamstead

High St. (Hamstead Tube). Ham. 6041. (0979)

L. CRANMORE, Pottery Bar, requires Morris cars

Bar cash.—2040 Pottery Bar. (18672)

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to

purchase all models Morris. Wembley 3903. (8002)

S E.L.R. your Morris to us; good cars urgently wanted.

all models.—Offord, 67, George St., W.I. Wal. 6899.

(4556)

CHARLES RICKARDS, Ltd., wish to purchase good

pre-war Morris cars.—50, Baywater Rd., W.2.

Paddington 1820. (7727)

CASH buyers of low-mileage Morris Minor, Oxford and

6; distance no object.—Hattens, Lord St., South-

port. Tel. 2268. (0796)

JACK OLDING, Ltd., 8-10, North Audley St., W.1.

Morris retailers, require cars in first-class condi-

tion. Mayfair 5242. (0614)

JOHNSTONS SERVICE GARAGE urgently require all

makes Morris cars.—1A, Midway Ave., N.1.

Canbury 6666. (1393)

Morris Spares and Service

FOR Morris mudguards, running boards, 1930-46.

Brooks, 85, Queen's Rd., Brighton. (0584)

LARGEST and quickest spares service in the South of

England.—Hewens Garages, Ltd., Reading. Tel.

4436. (0606)

DALSTON MOTORS for Morris service and spares.

1934/49 models.—517, Kingsland Rd., Dalston, E.8.

Glasd 4943. (0614)

OVER-RIDERS for Morris new series Minor, Oxford

and Six, heavily chromed, well styled, strong, 25/-

pair; also available for 8-10hp 1939-47 models.—Belo-

POLASPEX guaranteed anti-glare visor panels, cut

and drilled to replace your present opaque visor;

12/- each.—Maurice Cheshire & Co., 29, Soho Hill, Bir-

mingham 19. Northern 512. (0831)

NASH

OVERSEAS CARS, Ltd.

1946 23hp Nash saloon, right-hand drive, fawn,

24,000 miles, £1,285; for other Overseas Car

bargains see page 25.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knights-

bridge, S.W.3. Tel. Kensington 7475. (8335)

NASH Model 60 4-door saloon, right-hand drive,

radio, air conditioning, etc. £10 taxed, 11,000

miles, imported 1948; £1,650.—Frank Dale, 66, Princes

Gate Mews, Exhibition Rd., S.W.7. Kensington 6860.

S.W.7. Kensington 6860. (8154)

1947 right-hand drive Nash (600) 2-door sedan,

10,000 miles, colour grey, red leather in-

terior, perfect throughout; £1,450.—Clayton's Cars

(London), Ltd., 337, Euston Rd., N.W.1. Tel. Euston

5228 (5 lines). (7801)

OLDSMOBILE

SIMPSON'S MOTORS offer:—

1950 (registered) Oldsmobile 6-cyl 4-door saloon,

fitted heater, radio, exceptionally nice con-

dition, fully streamlined, new-look front; £1,600.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American

Car Specialists). Wembley 3903. (7016)

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service

and Spares, Blindley Heath, Nr. Lingfield, Surrey.

Tel. Lingfield 350-1. (7854)

UNUSED 6-cyl. hydramatic drive Oldsmobile saloon de

luxe; immediate delivery; would consider near offer

of £2,750.—Distributors (Rawlence), Ltd., Blindley

Heath, Nr. Lingfield, Surrey. (1515)

1939 6-cyl. Oldsmobile saloon de luxe, serviced by

ourselves, first-class condition throughout; £650.—

Distributors (Rawlence), Ltd., Blindley Heath,

Nr. Lingfield, Surrey. (1515)

1936 6-cyl. Oldsmobile saloon in really good order;

£625.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath,

Nr. Lingfield, Surrey. (1515)

1937 Oldsmobile saloon, low mileage, radio, etc.,

perfect.—Collin Haines, Ltd., 30, Bourdon

St., W.1. Mayfair 2359. (7854)

1st registered Nov. '48 Oldsmobile 6-cylinder hydro-

matic saloon de luxe, radio, heater, loose covers,

magnificent condition; 51,000 miles; £1,335, Sloane

St., S.W.1. Tel. Sloane 3557-6970. (8314)

OPEL

£175.—Opel Cadet saloon, 1937, very clean condi-

tion, moderate mileage.—Box 5160, (8590)

1955 gns.—Opel Super 6, 1937, 24hp, 5-seater con-

vertible cabriolet, black, red leather, very good

condition; terms, exchanger; list; open 9-7 week-days

and Saturdays.—Rowland Smith, Hamstead (Ham-

stead Tube). Hamstead 6041. (8499)

Opel Cars Wanted

ROWLAND SMITH'S the Opel buyers.—Hamstead

High St. (Hamstead Tube). Ham. 6041. (0980)

PRIDE & CLARKE, Ltd., the Opel distributors, offer

immediate cash payment for all models.—237, Bri-

xton Hill, S.W.2. Tel. 3664. (6099)

Opel Spares and Service

MAYNER MOTORS, Ltd., distributors: Opel spare

parts and reconditioned engine service.—Southamp-

ton 56. Southampton. Tel. Southampton 3266, 4344.

(1772)

PRIDE & CLARKE, Ltd., new brake and clutch

linings, valves, pistons, rings, three timing

wheels; quotations.—158, Stockwell Rd., S.W.9. (0733)

PACKARD

1936 Packard drop head coupe by Calton, in ex-

ceptional condition, maintained by Packard;

blue with blue leather; £375.—61, Gunnersbury Lane,

W.3. Acton 1983. (8413)

PACKARD

DICKS CAR SALES offer:—

1938 Packard 33hp drop head coupe, fitted radio,

fine order throughout; £450.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn.

Maida Vale 6888-9. (8118)

JOE THOMPSON (MOTORS), Ltd., offers:—

1937 Packard limousine, colour black, face-forward

occasional; £725.

1939 Sedan de Ville 32.5hp Super 8 de luxe,

very low mileage, special English body, as

outstanding car.

1947 Packard Clipper, r.h.d., fitted with radio and

heater.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,

South Kensington (next to Michellins). Ken. 4858.

(7000)

PACKARD SOLE CONCESSIONAIRES, offer:

approved late model Packard cars, offer:

1st Series Clipper Six 4-door saloon, 29.4hp,

19,000 miles, £10 taxed, 1947. (10672)

L. RONARD WILLIAMS & Co. (1940), Ltd., Great West

Rd., Brentford, Middlesex. Ealing 3400. (0282)

£585.—Super 8 drop head fourseater coupe

new types, twin spares, in superb order throughout;

original list price £1,100.

BRIAN FINLASS, Bugatti sales and service, 2,

Flembridge Mews, Baywater, W.11. Baywater

3951. Alter 6, Tulse Hill 4755. (7130)

1937 Packard Super 8 saloon, fitted radio, excel-

lent condition throughout, Packard works

maintained; £700 or near offer.—Chaufeur, 6, Pont

Street Mews, Chelsea, S.W.1. Kensington 4228. (8594)

495.—Packard 8, 1936, 5hp, 7-seater saloon,

black, grey cloth, winding partition, occasional

seats, radio, recollused, engine reconditioned, excep-

tional condition; terms, exchanger; list; open 9-7 week-

days.—Saturday and Sunday, Hampstead (Ham-

stead Tube). Hampstead 6041. (8500)

PACKARD Super Eight Club saloon, first registered

30/11/38, 33hp, open top, wheels with metal covers, screen

beater, two spare wheels, companion sets, commodious luggage

boot and luggage grid, magnificent condition; price

purchase all models Packard, Wembley 3903. (8002)

—Appleyard of Leeds, Ltd., North St., Leeds. Tel. 52731.

(6797)

ALPE & SAUNDERS require 7-seaters also offer 100

Limousines. (lists posted).

LIMOUSINES 1938 partitioned 7/8-seater, black, widest

L occasional, 1948-condition, also 1936/Super-8, swept

tail, black, delightful condition. £695. Seen.—Provi-

dence Court, Grosvenor Square, Mayfair-2941. (8102)

Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards,

154, Gt. Titchfield St., W.1. Langham 0012. (8124)

SIMPSON'S MOTORS (WEMBLEY), Ltd. wish to

purchase all models Packard, Wembley 3903. (8002)

ROWLAND SMITH'S the Packard buyers.—Ham-

stead High St. (Hamstead Tube). Ham. 6041. (0981)

JOE THOMPSON (MOTORS), Ltd., Packard special-

ists, 97, Fulham Rd. (next door to Michellins)

S Kensington. Kensington 4858. (4334)

L. RONARD WILLIAMS & Co. (1940), Ltd. (sole

concessionaires) require good, low-mileage Packard

cars.—Great West Rd., Brentford, Middlesex. Ealing

3400. (0191)

Packard Spares and Service

L. RONARD WILLIAMS & Co. (1940), Ltd., sole

Packard concessionaires, Great West Rd., Brentford,

Middlesex. Tel. Ealing 3400. (0282)

JOE THOMPSON (MOTORS), Ltd., Packard special-

ists, 97, Fulham Rd. (next door to Michellins),

S. Kensington. Kensington 4858. (4334)

PONTIAC

PHILIP RICKARDS, Ltd., offer:—

1948 Pontiac sedan, blue/fawn, 20,000 miles, im-

maculate.—4, Brick St., Park Lane, London

W.1. Gros. 4772-3. (7811)

1938 Pontiac 6-cylinder, completely over-

hauled, repolished, amazing performance

at 23mpg.—Dr. Stiel, Brookhurst 2288. (8423)

1947 Pontiac 4-dr saloon, right hand drive, 14,000

miles, radio and heater.—British & Colonial

Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel.

3598. (7960)

1947 1st registered '48 Pontiac saloon de luxe,

radio, heater, beautiful condition through-

out.—Slone, Maida Vale, Ltd., 33, Sloane St., S.W.1. Tel.

Sloane 3557-6970. (8313)

1937-8 Pontiac 8-cyl de luxe saloon, built-in

radio, two owners, in nice condition

throughout, gunmetal, unmarked, 299gns; 3

months' guarantee; terms, exchanger, etc.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd.,

Hornsey. Hornsey 5228 and 5774. (8155)

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to

purchase all models Pontiac, Wembley 3903. (8003)

RACING CARS

COOPERS GARAGE (SURREY), Ltd., of Surbiton,

Tel. Elm. 3346, are the sole concessionaires for

Great Britain of the Cooper 500 and 1,100cc formula

racing cars. (082)

MASERA C 2.9-litre monosport and spares; has never

been seriously raced and is in excellent condition;

has been kept by us as spare to Mr. McAlpine's ex-

-Bira car. £1,500.

CONNAUGHT ENGINEERING, Portsmouth Road,

C. Send, Surrey. Telephone: Ripley 3178. (7668)

MASERATI (ex Earl Howe) 2.9-litre monosport

and spares; wide chassis suitable conversion to

two-seater sports car; engine bench tested, giving same

power as Whitney Straight car; at present dismantled

but would be assembled as single-seater for £1,250 or

near offer: first-class mechanical condition all through.

CONNAUGHT ENGINEERING, Portsmouth Road,

C. Send, Surrey. Telephone: Ripley 3178. (7667A)

OWING to heavy business commitments the Blue

Flash Special 500cc racing car is for sale. The

very latest H.R.D. Grey Flash (modified) 498cc engine

gives 49.5 b.h.p. on the owner's dynamometer (graphs

available) which with the light alloy body and chassis

fitted with the new Dunlop light alloy wheels and rac-

ing tyres gives a total weight of 570lb and provides a

terrific performance. Spares, too numerous to men-

tion (lists available), include 2 special heads, new

barrel and liner big end assembly, 4 pistons and

rings, close ratio gears, sprockets, long range tank,

racing fuel, etc. The car is ready for immediate

racing. Price, including all spares: £475.—D. G.

Flather, Esq., Croft House, Lyndhurst Road, Brincliffe,

Sheffield, 11. (7972)

RAILTON

A ONE MOTORS (LONDON), Ltd., offer:—

28hp Railton saloon, 1937, excellent condition; £475.

28hp Railton 1938 fourseater drop head coupe, as

new; £550.

28hp Railton 1936 tourer 4-seater, in good condition;

£495.

TEL. Victoria 8285. (7599)

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2.

All models up to 1947. 17hp.

21hp, 25hp coupes, saloons, tourers. (5614)

£225.—1936 Railton saloon, cellulosed green.

£225 black chrome perfect, superb mechanical con-

dition and very smart appearance, 30 m.p.h. car.—Bar-

ber's Motors, 121, Barking Rd., East Ham. Grangeview

4514. Terms and exchanger. (9467)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 2½-litre Riley, black and red; £1,450.

1947 (December) Riley 1½-litre saloon, grey and black, with red leather, 20,000 miles; £1,050.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (8184)

CATEHOUSE offer 1937 Riley 9 Monaco saloon, overhauled by Riley agent at cost of over £120; bargain, £365.

CATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444. (6339)

1941 1½-litre black saloon, 1947, very good condition; £2,100.—Robert Cow, Ltd., 415, Richmond Rd., Twickenham. (8525)

RILEY Lynx 9hp famous sports 4-seater model, engine and bodywork perfect; best offer over £230.—Parfitt, Moul. 5753. (8371)

OCT. 1946, Riley 2½-litre saloon, H.M.V. radio, taxed year, bargain; £295.—The Barnstaple Motor Co., Barnstaple 2264. (6726)

RILEY 1½-litre saloon 35, preselector, engine reconditioned, good general condition, offers, part exchange M.O.—Slane 5502. (8420)

1937 Riley 9 saloon; £325 or 30 monthly instalments of £13/2/2.—Cooden Eng. Co., Bexhill. Cooden 600. (7709)

£375—Riley Imp 9hp special sports, excellent condition, maroon, red leather.—Melville, 3, Palace Rd., S.W.2. (8576)

1948 Riley 1½-litre saloon, 11,000 miles.—British & Continental Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3586. (7953)

RILEY 16 overdrive close-coupled big four, 1938, £1,100 just spent on overhaul; £500.—Austin, 44, Victoria Ave., Shanklin. (7633)

1947 Riley 2½-litre saloon, one careful owner, radio fitted.—Autowork (Winchester), Ltd., Winchester. Tel. Winchester 4834/3406. (7968)

1939 Riley 12 saloon, good condition; £425, terms and exchanges.—Norman Autos, 352/354, London Rd., West Croydon. Tel. Thornton Heath 4657. (Jan.) 2/4 Riley saloon, black and red leather, excellent general condition; £1,875.—Pemberton, Sunset Lodge, Canford Cliffs, nr. Bournemouth. (8137)

1948 Riley 2½-litre saloon, black, mileage, 14,000; £1,250, trade enquiries welcomed.—H. C. Faul, Ltd., 32, Bruton Pl., Berkeley Sq., W.1. Mayfair 0821-2. (8137)

1938 Riley 9 Victor saloon, completely reconditioned, clean, sound car in every respect.—Walton-on-Thames Motor Co., Ltd., Walton 200. (8546)

RILEY Sprite, 19,000 miles, manual box, grease nipples fitted all round, cross flow head, probably best in the country; £750.—Geoffrey R. Amey, Lower Woodson, Boars Hill, Oxford 85403. (8146)

£895—Riley 1½-litre saloon, Feb. 1947, black, brown leather, immaculately maintained and serviced by County Riley Distributors, small mileage, excellent mechanical order.—See below.

£1195—Unrepeatable bargain, Riley 9hp Monaco 4-door saloon de luxe 1935, very good specimen, no dents or corrosion, good black finish, clean leather interior, nice summer, good tyres, spare unused; one only at this price.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds., 1948 and 3115. Hire purchase, 2817, exchanges; free delivery.

1948 1½-litre saloon, black, fawn and green upholstery, 11,500 miles, exceptional condition, one owner; £1,195.—H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011. (8201)

RILEY (24.10.47), 1½-litre saloon, 11,000 miles, coachwork black, red leather upholstery, H.M.V. radio, in superior condition throughout, privately owned; £940.—38, Lowesmore, Worcester. Tel. 5359. (8378)

1949 Riley 1½-litre saloon (small mileage), colour black, indistinguishable from new; £1,250.—O.B.E. & The Southport Engineering Co., Ltd., 83-105, Lord St., Southport. Tel. 2286 Southport. (7771)

1946 (late) 1½-litre saloon, black, in exceptionally good condition, one owner, open to any trial and inspection; licenced Dec. 31st; £850.—Gibbons, Malcote Garage, St. Annes-on-Sea. Tel. 549. (7611)

PERFORMANCE CARS, 2, Debenhams, 15, Bedford Lane, N.3. (Hack 8707), offer: 1936 Merlin 12 1½-litre saloon, £255; 1934 Kestrel 9, £185; choice of 6 Monaco saloons from £55; see under "Sports Cars."

1947 2½-litre Riley saloon, black/brown leather upholstery, in unscratched condition, radio, for lamp, etc., front suspension modified to 1950; £1,025.—Birkest Motors, Ltd., 72-74, High Rd., South Woodford, E.18. (8535)

425 gns.—Riley Ulster Imp. 1954, 5hp, special sports 4-seater, light blue, blue leather, close ratio gear box, manual change, racing carburetors and magneto, outside exhaust, new Dunlops, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Riley Sprite, May 1938, 1½-litre super sports 2-seater, black, aluminium wheels, large instruments, preselector, Scintila, Hartford, 15-gallon tank, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

295 gns.—Riley Lynx, June 1935, 1½-litre sports 4-seater, black, silver wheels, blue leather, preselector, good tyres, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (8501)

1948 (Feb.) Riley 2½-litre saloon, black, brown cloth and leather, 10,000 miles, perfect, £1,225; 1947 (Dec.) Riley 1½-litre saloon, black, brown leather, 18,000 miles, fitted radio, £935.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (8302)

Riley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (0969)

R ROWLAND SMITH'S, the Riley buyers.—Hampstead Rd. H. St. (Hampstead Tube), Ham. 6041. (0963)

C ASH buyers of low mileage 1½-litre Rileys; distance no object.—Baltions, Lord St., Southport. Tel. 2268. (0792)

JACK ROSE, Ltd., require low-mileage Riley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. (7762)

Riley Cars Wanted

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool. 1. Tel. Royal 9622. (7735)

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., Finchley Station, N.2. Tudor 2301-2. (7395)

URGENTLY required, low mileage 1947-9 Riley 1½- or 2½-litre saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (6395)

Riley Spares and Service

ARCOT MOTORS, Ltd.,
ARCOT MOTORS, Ltd.,—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0238)

BOON & PORTER, Ltd.,
RILEY distributors.—Spares and specialised service.—R. Castelnau, Barnes, S.W.15. Riverside 4444. By Hammer Smith Bridge. (0147)

PERFORMANCE CARS for pre-war Riley spares, repairs.—Deleham Mews, N.W.3. Hampstead 8707. (6209)

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). (0472)

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2044-5. (0246)

WARD & CO. (PUTNEY), Ltd., coach and mechanical repairs, quick and efficient service.—38, Felsham Rd., Putney, S.W.15. Put. 5751-2-3. (8092)

REX BEATE, Sharnhurst Lane, Botley, Southampton, specialises in Riley service, large stocks of spares; prompt attention.—Enquiries to Botley 132. (3750)

WHEN in the West, consult the Riley specialists: comprehensive stock of spares and immediate attention.—Pasey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. (0259)

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa, Tel. 67. (1258)

RILEY CAR SERVICE (LONDON), Ltd., carry the largest stock of Riley spares in the country; special facilities for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. (0092)

ROLLS-ROYCE

J JACK BARCLAY, Ltd.
LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. (0061)

C CAR MART, Ltd.
ROLLS-ROYCE 25-30hp 1937 4-light saloon by H. J. Mulliner, 41,000 miles, £1,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (7833)

H R. OWEN, Ltd.,
17, Berkeley St.

GREAT Britain's leading specialists in Rolls-Royce and Bentley cars
PROUD members of the Swain Group

A NATIONAL motoring organisation.
1933 Rolls-Royce Phantom II light sports saloon

1934 Rolls-Royce 25-30 4-door sports saloon by Thripp & Maberly, black with brown leather upholstery. Ref. H.4522

1935 Rolls-Royce 20-25 saloon with division by Cockshott, black with red hide upholstery. Ref. H.1529

1935 Rolls-Royce Phantom II sports saloon with division by Hooper, black with blue leather upholstery. Ref. H.4478

1936 Rolls-Royce 25-30 sports saloon by Hooper, black with grey hide upholstery. Ref. H.3738

1938 Rolls-Royce 25-30 Sedan de Ville by Hooper, black with grey cloth upholstery. Ref. H.4520

1938 Rolls-Royce Wraith saloon with division by Thripp & Maberly, black with dark brown hide upholstery. Ref. H.3703

1941 Rolls-Royce Wraith Sedan de Ville by Gurney Nutting, black with brown hide upholstery. Ref. H.4573

All cars carry our unique six months' guarantee. Please write or phone for details to:—
H. R. OWEN, Ltd.,
17, Berkeley St., London, W.1.

TEL. Mayfair 9060 (10 lines). (7789)

RIPRON.
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RIPRON BROS., Ltd.

NORTHERN Rolls-Royce Specialists since 1905.
1948 Silver Wraith touring limousine by Hooper, black with brown leather, small mileage.

1937 Touring limousine by Rippon, black, small mileage.

1937 Ph. III 7-seater limousine by Rippon, black with fawn West of England cloth, very small mileage.

1936 Touring limousine by Rippon.

1935 Ph. II drop head coupe by Gurney Nutting, excellent condition.

YOU can buy with confidence from the largest distributors.
RIPRON BROS., Ltd., Huddersfield 6340 (5 lines). (0905)

ROLLS-ROYCE

PADDON BROS., Ltd.

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

60, Cheval Place, London, S.W.7. Kensington 9477. (0097)

J. COMPTON offers:—

1933 Phantom II Continental chassis, owner driver saloon, very good condition throughout, including tyres; £265.

1929 Phantom I 7-passenger landaulette, face forward seats, leather upholstery throughout, the choice car reconditioned throughout at cost of over £500, all details supplied, and in really first-class condition; £475.

THE above cars guaranteed 12 months.
COMPTON, 69, Westow St., Crystal Palace, S.E.9. Livingstone 3362. (7574)

R. C. MORTLAKE offers:—

1933 25hp Rolls-Royce sports saloon, Park Ward.

1934 25hp enclosed drive limousine, Barker.

1934 Rolls-Royce 25hp owner-driver saloon by Barker.

1934 25hp Rolls-Royce owner-driver saloon, Park Ward.

1935 25hp Rolls-Royce owner-driver saloon, Freestone & Webb.

R. C. MORTLAKE, 253, Kennal Rd., W.10. (6577)

DICKS CAR SALES offer:—

1935 Rolls-Royce 25hp Tickford cabriolet, 43,000 miles only, guaranteed condition; £275.

DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn, Maida Vale 6889-9. (6231)

TOM GARNER, Ltd., offer:—

1949 Rolls-Royce Silver Wraith 6-light saloon by Park Ward, blue with blue hide, 6,500 miles only.

1949 Rolls-Royce Silver Wraith 4-light sports saloon by Park Ward, black with fawn hide, 600 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. (7736)

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

OFFER:—

SILVER Wraith Rolls-Royce 2-door fourseater 4-light by Gurney Nutting, finished maroon with beige hood and leather, mileage 6,000; immediate delivery; £4,750; first registered April, 1949.

PHANTOM III owner-driven semi-racer-edged saloon with division and commodious boot by Freestone & Webb, finished black and green; first registered December, 1936; a most attractive car.

1949 25hp saloon with division "E" column by H. J. Mulliner & Co., Ltd., finished black with beige leather to rear, black to front; immediate delivery; first registered May, 1949.

20-25 hp owner-driver saloon with division by Thripp & Maberly, with special luggage trunk at rear, one owner, finished in black with green leather, complete in every way; first registered March, 1930; 6675.

DETAILS of new and used Rolls-Royce cars for reason—delivery on application.

UDLEY HOUSE.
NORTH Audley St., W.1. Mayfair 5242. (7887)

GLANFIELD LAWRENCE offer:—

ROLLS-ROYCE 20hp Replicas, owner driver saloon, R choice of two; from £750.—407, High Rd., N. Finchley 0091. (6540)

H. AROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1937 (October) Rolls-Royce Phantom III, 4-light limousine by Barker, with sunshade roof and large built in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, as specimen car indistinguishable from new throughout.

1938 (April) 25/30 Rolls-Royce limousine by Park Ward, black, brown leather in front, West of England cloth at rear, sunshade roof in front, low mileage, recently reconditioned and in immaculate condition throughout.

1932 Rolls-Royce 20/25, 4-door, 4-light, owner-driver saloon by Park Ward, black with brown leather upholstery, mileage 97,000, recently overhauled and not yet run in.

H. AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6842 (5 lines). (5898)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Rolls-Royce Silver Wraith drop head four-seater coupe by Gurney Nutting, 5,000 miles, colour burgundy, with beige leather interior; £2,150.—Portsmouth Rd., Thames Ditton. Esherbrook 5551-2-3. (8163)

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1934 40-50 Rolls-Royce Phantom II, Mulliner body, 7-seater with division, mileage 55,000, colour black.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth C. Rd. Guildford, Guildford 6207-8-9. (6912)

1928 delivery 20hp saloon with division, black, with brown leather.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. (Ken. 9477-8.) (8215)

OWNER-DRIVER 1935/25hp Barker Coachwork 4-door saloon, bucket seats, large boot, modern lines, delightful condition, exceptional carriage. Below

WRAITH 1939-30hp Owner-driver 4-door semi-mitred edge sports saloon, capacious boot, leather, bucket seats, black, 44,000, meticulously maintained. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. (8108)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 60 & 75
PHILIP RICKARDS, Ltd., offer:—
1948 Rover 75 sports saloon, 6,000, one owner.—
 4, Brick St., Park Lane, London, W.1. Gros.
 4772-3. (7610)

WARWICK WRIGHT, Ltd., offer:—
1948 Rover 75 six-light saloon, black, red leather,
 7,000 miles; £1,550.
1948 Rover 75 sports saloon, black, red leather,
 5,000 miles; £1,575.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
 Mayfair 9761. (7995)

MANN EBERTON & Co., Ltd., offer:—
1948 Rover 75 6-lt. saloon, sunshade roof, grey
 with grey leather upholstery, 14,000 miles.
 14, Berkeley St., London, W.1. Regent 2073. (7951)

1948 (June) Rover 75 saloon, green leather in-
 terior, 11,000 miles, specimen condition
 throughout; (April) Rover 75 sports saloon, black, red
 leather, 12,000 miles, unblemished condition;
 £1,500; exchanges, deferred terms.—John S. Truscott,
 Ltd., 173, Westbourne Grove, W.11.1. Eay. 4274. (7911)

1949 Rover 75, 10,000 miles, unmarked; £1,575.—
 Harold R. Hills Garage, 3-5, Ennismore
 Mews, 3 W.7. Kensington 4000. (5637)

1949 (Dec.) Rover 75 sports saloon, green,
 green—Ernest Sutton, Cleve Hill 95 (Chel-
 tenham). (Trade enquiries only please.) (8068)

1948 Rover 60 saloon, green, 11,000 miles only, in
 new condition; £1,350.—Bells Service Gar-
 ages, 144, London Rd., Kingston-on-Thames. Kingston
 1165. (8033)

1949 Rover 75 sports saloon, black, leather up-
 holstery, nominal mileage, fitted radio, spare
 unused.—Ripco, Ltd., 16, Albemarle St., W.1. Regent
 2952-4. (8033)

1948 (Dec.) Rover 60 saloon, black-grey, 10,000
 miles, radio, excellent condition.—Tick-
 ford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple
 Bar 3338. (7780)

ROVER MISCELLANEOUS
CAMDEN MOTORS.—Rover 10hp saloon de luxe,
 March 1946, one owner only since new, spotless
 little motor, interior looks just like brand new; very
 small amount of use, engine just had first decol-
 oration, original tyres in excellent condition; £885.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1940,
 in such immaculate condition could easily be mis-
 taken for post-war model, all features are similar, the
 car has had one owner since new and has been very
 moderately used; £645.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1940,
 late type model with similar features to post-war
 but not quite so immaculate as previous example, some-
 what higher mileage; £645.

CAMDEN MOTORS.—Rover 10hp saloon 1939, late
 type model with maker's wheels and chromed rim-
 bellishers, and latest type instruments, finished black
 with blue leather, lively little motor, tip-top perfor-
 mance, special copier, £595.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1938,
 finished in original duo blue cellulose, very attractive
 condition, fitted Fram oil coil, and new set of
 Goodyear tyres; £595.

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1936,
 splendid runner in very good condition for the year,
 just had major works inspection, brakes relined, steering
 overhauled; £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe
 1946-7, one very careful owner since new, whole
 car in superlative condition, fitted radio and heater;
 £905.

CAMDEN MOTORS.—Rover 12hp saloon de luxe
 1939-40, engine just rebored crankshaft reground,
 and thoroughly overhauled, mechanical order equivalent
 to many post-war cars, fitted Motorola radio; £655.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1939,
 original finish, excellent condition, £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1939,
 smart grey hide, tip-top mechanical order; £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1939,
 dark green finish, very smart, but a shade less im-
 maculate than two previous models; £575.

CAMDEN MOTORS.—Rover 12hp saloon 1936, finished
 dove grey, with blue leather, clean condition, re-
 cently used by one of our senior staff who personally
 recommends the mechanical condition; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe
 1946-7, immaculately maintained by one private
 owner, nominal mileage; £895.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1946,
 similar to above, but slightly higher mileage,
 original tyres in excellent condition; £845.

CAMDEN MOTORS.—Rover 14hp sports saloon 1940,
 C original finish with dark green leather, works main-
 tained for a considerable period; one owner since new;
 £695.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1939,
 nicely finished in dark green, with green leather
 interior, fitted brand new set of Goodyear tyres, usual
 twin passenger, etc., and a special Norel centre-
 mounted heater; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1939,
 as model above but not quite so immaculate, jolly
 good value for money; £575.

CAMDEN MOTORS.—Rover 14hp Sportsman's saloon
 1938, completely overhauled by makers and fitted
 works reconditioned engine, nominal mileage only since
 fitting H.M.V. radio, reliable and heater; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1937,
 clean car with very sound coachwork (original),
 first-class runner, good tyres; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1936,
 very good engine with typical smooth Rover per-
 formance, good acceleration, brakes and steering; sound
 coachwork, first from rust, first-class value; £296.

CAMDEN MOTORS.—Rover 16hp saloon de luxe 1947,
 immaculately finished Rover green and in spotless
 order inside and out, faultless mechanical order; £995.

CAMDEN MOTORS.—Rover 16hp saloon de luxe 1939,
 C original dark blue finish with interior to match,
 late type model with post-war features and instruments,
 tip-top performance; £595.

CAMDEN MOTORS.—Rover 16hp saloon de luxe
 1938-9, one owner since 1940, engine extensively
 reserved, several special features; £550.

CAMDEN MOTORS.—Rover 16hp saloon, Lake St.
 C Leighton Buzzard, Beds. Tel. 2381 and 3115. Over
 75 Rovers in stock. Write for 18-page post-free fully
 priced catalogue of over 400 fully guaranteed used cars
 and details of free delivery service, refund of extra
 petrol tax on 2,000 miles of motoring, refund of pur-
 chaser's fares. Easy and confidential hire purchase
 facilities. Part exchanges. (7901)

ROVER MISCELLANEOUS
HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor
2287.)
House, 385, Euston Rd., N.W.1. (Euston
4444.)

DEPOTS at:—
MANCHESTER (Blackfriars 7843).
Bristol (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 9071).

CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).

HOUSLOW (Houslow 3454)
PINCHLEY (Pinchley 0081).

REAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents.
BROWN'S for Rovers. (0029)

1939 Rover 12hp saloon de luxe, one owner, low
 mileage, immaculate condition; £565.

1939 Rover 10hp saloon de luxe, immaculate
 condition; £565.

1935 Rover 10hp saloon de luxe, Ace wheel discs,
 immaculate condition, £270.—Brown's
 Garage, Loughton (Essex) 4119 (Tube). (6114)

COOMBS & SONS (GUILDFORD), Ltd.,
OFFER:—

1948 Rover 16 black saloon, mileage 18,000, excel-
 lent condition.

1947 Rover 14 sports saloon, blue, really good car.
 WE welcome any inspection.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth
Rd., Guildford. Guildford 63907-8-9.

BEARTS, of Kingston, Rover specialists sales spares
repairs.—102, London Rd., Kingston. Kingston 3348.

R. P. POWELL MOTORS, Ltd. for Rover cars.—
East London main agents 521, Romford Rd., Forest
Gate S.7, Maryland 4818-9.

545 ems.—Land Rover, June 1949, 16hp, dark green,
 hood and side windows, spare wheel, one care-
 ful owner, run 13,880 miles only, exceptional condition;
 terms, exchanges; list; open 9-7 week-days and Sat-
 urdays.—Rowland Smith, Hampstead (Hampstead Tube).
 Hampstead 6041. (8509)

ROVER CARS WANTED
THE CAR MART, Ltd., wish to purchase Rover cars.—
150, Park Lane, W.1. Grosvenor 3434. (0971)

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor
2287.)
House, 385, Euston Rd., N.W.1. (Euston
4444.)

GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's leading Motor Agents.
ROWLAND SMITH'S, the Rover buyers.—Hamp-
stead High St. (Hampstead Tube). Ham. 6041. (0985)

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and
post-war Rover cars; offers appreciated.—Port-
smouth Rd., Guildford. Tel. 62907. (6138)

WANTED, post-war Rovers, all models.—Send de-
tails to:—
ARNOLD G. WILSON, Ltd., 232, Harrogate Rd.,
Leeds, 7. Tel. 41014-5. (0021)

URGENTLY required, good pre-war Rover.—Hatfield,
154, Gt. Titchfield St., W.1. Langham 0012. (8126)

OVER 10 wanted, not earlier 1937.—Gordon Wood-
son, 48a, Drewstead Rd., S.W.16. Streatham 9638. (8464)

CASH wanting for your old Rover.—Contact Bridge
Motors, Church St., Rickmansworth, Herts. Tel.
2362. (8458)

JACK OLDING, Ltd., 8-10, North Audley St., W.1.
Rover retailers, require cars in first-class condition.
Mayfair 5242. (0816)

LEONS, of Barking, purchase for cash post-war
Rover cars.—105-7, Longbridge Rd., Barking. Tel.
Ripplaway 1285. (0464)

BLAKES, Rover agents, will purchase any non-
Covenant Rover car.—110, Bold St., Liverpool, 1.
Tel. Roper 6622. (7736)

JACK ROSE, Ltd., require low mileage Rover cars.—
Jack Rose, Ltd., Stafford Rd., Wallington, Surrey.
Wallington 5677-8. (7675)

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s,
60 and 75; distance no object.—Hattons, Lord
St., Southampton. Tel. 2268. (0800)

ALBERT FARNELL, Ltd., would appreciate the offer
of your Rover if wishing to sell.—75, Manningsham
Lane, Bradford. Tel. 29527-8. (0215)

ROTCURISTS (LONDON), Ltd., are immediate cash
buyers of post-war Rover saloons.—Great North Rd.,
E. Finchley Station, W.2. Tudor 2301-2. (7396)

DAVID ROSENFIELD, Ltd., Rover Distributors,
are anxious to buy small mileage out-of-covenant
Rovers.—76, Deansgate, Manchester. Tel. Deansgate
5455. (0554)

Rover Cars Wanted
CAMDEN MOTORS, Ltd., require to purchase Rover
saloons and drop heads of all horse-powers in good
clean condition, 1938-40; write, call or tel., stating price
required.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard,
Beds. Tel. 2381 & 3115. (1402)

RAYMOND WAY, the hire-purchase specialists, are
still buying pre-war Rovers, any models, and have
unlimited cash available.—Canterbury Rd., Kilburn,
N.W.8. Maids Vale 6044 (10 lines). (1564)

Rover Spares and Service
LEIGH PARK MOTORS, Ltd., Datchet, Slough Bucks,
Rover distributors for spares and specialised ser-
vice.—Tel. Datchet 54. (7127)

P. POWELL (MOTORS), Ltd., East London main
R dealers for Rover sales, service and spares.—321,
Romford Rd., Forest Gate, E.7. Maryland 4818-9. (0408)

DAVID ROSENFIELD, Ltd., Rover Distributors,
Lancashire and Cheshire; very large spares stock
available.—Cheetham Hill Rd., Manchester, 8. Tel.
Blackfriars 2902. (0555)

SINGER
S.M. offer:—

1936 Singer 9hp special works model Brooklands
 racer, over 100mph; a unique opportunity
 for an enthusiast; can be inspected at
STAR MOTORS, Shepherds Hill, Reading. Sonning
5053.

CAR MART, Ltd.,
SINGER Super 10 1948 saloon, 1,000 miles; £750.—
Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston
1212. (7834)

37 Singer Le Mans 4-seater in red; £250.—King's
 Motors, 1, High St., Hounslow. Tel. 3532.

BRAY MOTORS.—£299: 1939 Singer 9 sports road-
ster, jewelless green, new hood and screen.—
Below

BRAY MOTORS.—£225: 1934 Singer 9 Le Mans sports
2-seater, Burtonwood reconditioned engine.
BRAY MOTORS, 180-184, West End Lane, N.W.6.
Hampstead 6485. (7859)

1949 Singer 10 saloon, 10,000 miles.—British &
 Colonial Motors, Ltd., Upper St. Martin's
 Lane, W.C.2. Tem. 3588. (7955)

495 ems.—Singer Super 10, May 1946, de luxe 4-door
 saloon, black, sliding head, brown leather, ex-
 cellent condition; terms, exchanges.—Rowland Smith,
 Hampstead 6041. (8509)

295 ems.—Singer 9, Oct., 1939, sports roadster, black,
 red leather, new hood, good condition; terms,
 exchanges; list; open 9-7 week-days and Saturdays.—
 Rowland Smith, Hampstead (Hampstead Tube). Hamp-
 stead 6041. (8509)

1948 Singer 10, black, one owner, under 4,000
 miles, trade and part exchange enquiries
 invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.16.
 Tulse Hill 4488. (0701)

10hp saloon, 1947, one owner, low mileage, finished
by Singer Distributors, 140, Golders Green Rd., London,
N.W.11. Speedwell 0011. (8202)

1948 9hp Singer roadster, black, red hide upho-
 lstery, 6,500 miles, faultless condition; £650.
 —Singer Distributors, 140, Golders Green Rd., London,
 N.W.11. Speedwell 0011. (8203)

1948 Singer Super 12 saloon, black, fitted H.M.V.
 push-button radio, in excellent condition
 throughout, one owner; £895.—Wembley Court Motors,
 High Rd., Wembley, Arnold 5221-2. (8148)

1947 Singer 10 saloon, leather upholstery, perfect
 in every way, low mileage; £625.—Welbeck
 Motors, Ltd. (Car Sales Division of a world famous car
 hire concern), 107, Crawford St., W.1. Welbeck 3991.
 (8191)

SINGER Le Mans 2-seater sports, recently new brake
linings, front drums, new carbs, stilted valves,
dynamo overhauled, first-class performance.—King, 2,
models, please quote chassis No.—Singer Distributors,
Nutfield Ridge 3241, £210. (7644)

Singer Cars Wanted
THE CAR MART, Ltd., wish to purchase Singer cars.
—150, Park Lane, W.1. Grosvenor 3434. (0971)

ROWLAND SMITH'S, the Singer buyers.—Hamp-
stead High St. (Hampstead Tube). Ham. 6041. (0986)

RAYMOND WAY, the hire-purchase specialists, are
still buying Singers, and have unlimited cash avail-
able.—Canterbury Rd., Kilburn, N.W.8. Maids Vale
6044 (10 lines). (1312)

Singer Spares and Service
AUTOMENDERS are specialists in Singer service and
overhauls.—Automenders, Lotherg Garage, Ferry
Rd., Barrow, S.W.13. Riverside 6498. (0754)

GORDON CARBS (LONDON), Ltd., the London Singer
G distributors for spares, repairs, and service.—St.
Albans Lane, Golders Green, N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936/1949
models; please quote chassis No.—Singer Distributors
for Somerset and B. Glouce.—Allens of Bristol, Berkeley
Square, Bristol, 8. Tel. 22514. (0217)

SPORTS CARS
BLAKES,
THE Northern Sport and
RACING Car Specialists.

BUY and sell racing and sports cars of all types;
specialists in vintage Bentley; write for lists and
quotations.
J. BLAKE & Co., Ltd.,
110, Bold St., Liverpool.

ROYAL 6622, 'Grams Autocar, Liverpool.
COACHCRAFT offer:— (8211)

£97/10.—Genuine 1935 S.S. 10hp, fitted very nicely
proportioned professional made mahogany
paneled body, extremely attractive vehicle in very
sound order throughout, twin S.U.s, 4-speed close ratio
box, Rudge knock-on wheels, good tyres all round, nearly
new battery, fast and reliable vehicle at give-away price.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. (8185)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 12

1948 (Aug.) Standard 12 coupe, black, 12,000 miles only, in new condition; £775.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1365

1948 12hp drop head coupe, black, red hide, upholstery, low mileage and exceptional condition; £815, by H. A. Saunders, Ltd., 144, Golders Green Rd., London, N.W.11. Speedwell 0011.

£455—1939 Standard 12 de luxe saloon, immaculate condition, recently had 285 speed overhauling, including new engine not yet run in, really excellent and outstanding condition; hire purchase, exchange; 5 months' guarantee.

AKBBS of Wood Green, Caxton Rd., N.22. Bowes Park 4144

£295—Standard Flying 12hp saloon de luxe 1936/7, with attractive conditioned black coachwork and red leather interior, large roomy body with straight across front seats and accommodation for 5/6 passengers, exceptional mechanical order, having been fitted with new engine at works, nominal mileage only since fitting, good tyres, several extras, Lucas pass-lights, etc., one owner.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2361 and 3115.—Hire purchase. Part-exchange. Free delivery. (7909)

STANDARD 14

PRIDE & CLARKE, Ltd.

1948 Standard 14 saloon, grey, blue leather, 10,000 miles, £795.

1947 Standard 14 saloon, black, red leather, immaculate, £635.

1946 Standard 14 saloon, black, brown leather and chrome, excellent condition; £575; terms 24 months, exchanges, lists.—Stockwell Rd., S.W.9. Brl. 6251.

H. A. SAUNDERS, Ltd., offer:—

1948 Standard 14 saloon, black, fawn leather upholstery, 10,000 miles, £795.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.

STANDARD 14 1948 low mileage, black, fitted radio, as new; £795.

THE PANTILES SERVICE GARAGE, Portsmouth Rd., Burgham, Nr Guildford, Surrey. Guildford 5326.

1948 Standard 14hp saloon de luxe, grey/blue leather, guaranteed; £810.

G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kln. 2241.

1938 Standard 14hp saloon; £250, bargain.—Write Brown, 104, Lewin Rd., Streatham, London, S.W.16.

1937 Standard 14 saloon, one owner.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3065.

1948 Standard 14hp saloon, moderate mileage; £790.—Cheam Motor Co., Ewell Rd., Cheam. Vigilant 0125/6/7.

1946 Standard 14 saloon, black with red leather upholstery, perfectly maintained, 16,500 miles, one owner, taxed year; £600; seen Newark.—Box 5144.

1948—Standard 14 de luxe saloon, 1 owner, small mileage, immaculate, chauffeur kept, black, red leather, guaranteed; £800.—Tanner Bros., 871-875, Fulham Rd., S.W.6. Bezevan 4494.

1948 (February) Standard 14 saloon, grey with blue leather, 6,000 miles only, spare and tools unused as new throughout; £825.—Murrett Brown, Huntingdon Road, Cambridge. Tel. 3226.

REGISTERED May 1949, Standard 14 saloon, l.h.d., black leather front, top, rear, as new, total mileage 11,000 miles, £825, Robin Hood Green (Agency), Ltd., Croydon Rd., Anerley, S.E.20. Tel. Sydenham 7066-7.

STANDARD 14 (late 1947), left-hand drive saloon, black, red leather interior, 20,000 miles, perfect condition throughout, fitted H.M.V. radio and heater, ideal for continental tour; £575.—40, Longfield Avenue, N.W.7. Hendon 8941.

STANDARD 16

1936 Standard Flying 16, condition excellent; £325 or near offer.—Thompson, Zealand, Ventnor. Tel. 135.

1935 Standard Avon special 16 sports saloon, gum metal, condition genuinely as 1948; one trial; really worth inspection; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 3221-2.

STANDARD 20

1937 Standard Flying 20, bargain; £185.—A.Z. Motors, Palmerton Rd., N.W.6. Mal. 4781.

STANDARD VANGUARD

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

STANDARD Vanguard saloon, robin hood green leather, complete with radio, first registered March 1949, mileage 9,500; £965.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

BROOKLANDS.

1949 Standard Vanguard van, green, fitted radio, immaculate condition throughout.

103, New Bond St., W.1. Tel. Mayfair 8351/6.

PRIDE & CLARKE, Ltd.

1949 Standard Vanguard saloon, brown, brown leather, radio, air-conditioned, unmarked, low mileage; £875; terms 24 months, exchanges, lists.—Stockwell Rd., S.W.9. Brl. 6251.

S. G. SMITH MOTORS, Ltd., offer:—

1949 Vanguard, 4,000 miles only, H.M.V. push-button radio, heater, indistinguishable from new; £985; 50 other used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444.

M. ANN ECKERTON & Co., Ltd., offer:—

1949 Standard Vanguard saloon, cream with blue leather upholstery, radio, heater, 6,000 miles.

14, Berkeley St., London, W.1. Regent 2073.

GORDON CARS (LONDON), Ltd.—1949 Vanguard G saloon, black, 8,000 miles, one owner.—Gordon House, 373, Fuston Rd., N.W.1. Euston 6611.

1949 Standard Vanguard saloon, black with blue leather, fitted heater, spare unused, one owner, as new.—Rippon, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

£915—Vanguard 1949, 10,000 miles, green leather, Radiomobile, heater, taxed year, 30mps, unmarked, a carefully used car of outstanding performance.—Derrington, 159, London Rd., Kingston 5621.

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 8 tourer, 1948, 1,000 miles; £595.

STANDARD 12 1948 saloon, 9,000 miles; £835.

STANDARD 12 1947 saloon, radio, 11,000 miles; £765.

STANDARD Vanguard 1949 saloon, radio and heater, 10,000 miles, 5 months guarantee.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

£485—Standard 12hp super de luxe saloon, black with brown hide, genuine 29,000 miles, outstanding car.

£395—Standard 8 1946 4-seater tourer, grey, 21,000 miles, beautifully maintained car.

CARRS AUTO SALES, Ltd., Croydon-Purley 4100.

TRUMPS & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax 4801-3.

Standard Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

R. ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MANROTOR MOTOR Co., Ltd., for your Standard, N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. N.15.

THOMAS MOTORS, Collette Rd., Putney, S.W.15. Tel. Cash buyers of Standard cars, all models.—Putney 8667.

JACK OLDING, Ltd., 9-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242.

CASH buyers of low-mileage Standard 12s, 14s, Vanguard, guards; distance no object.—Hattens, Lord St., Southampton. Tel. 2268.

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford, Tel. 28227-8.

STARNES MOTORS, 103, Crickwell Broadway, N.W.2. require modern Standard cars in really good cond.; cash or exchange.—Tel. Gl. 4480.

Standard Spares and Service

S&T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assembly.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares, sales and service.—Martin, Standard House, Highgate Village, N.6. Mountview 3413.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kerosa Garage, Highbury Gardens, N.5. Canonbury 6190.

STANDARD spares for all models; largest provincial stockists.—Hollands Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay, Tel. 33221.

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5495.

BROCKHURST GARAGE—Borrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Oxbridge Rd., Harrow, Wembley, Middlesex. Tel. Grimsby 561.

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kln. 3151-4.

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate. Distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182.

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Wilmors Rd., Bromley, Kent, Bag. 3456-7-8-9.

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley N.3. Finlay 599-9.

STUDEBAKER

BRAY MOTORS—£29; E29 1926 Studebaker 26hp, private chassis, fitted small truck body, excellent runner, new tyres, suit farmer.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490.

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903.

SUNBEAM

SUNBEAM Speed Twenty drop head foursome coupe, 20.12.34, exceptional condition throughout.—Penn Lane Farm, Hockley Heath, Warwick. Tel. Wythe 3568.

STANDARD VANGUARD black with blue leather, fitted heater, spare unused, one owner, as new.—Rippon, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

1949 Standard Vanguard, 5,000 miles, green with green leather, fitted heater, spare unused, one owner, as new.—Rippon, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

£915—Vanguard 1949, 10,000 miles, green leather, Radiomobile, heater, taxed year, 30mps, unmarked, a carefully used car of outstanding performance.—Derrington, 159, London Rd., Kingston 5621.

STANDARD MISCELLANEOUS

CAR MART, Ltd.

STANDARD 8 tourer, 1948, 1,000 miles; £595.

STANDARD 12 1948 saloon, 9,000 miles; £835.

STANDARD 12 1947 saloon, radio, 11,000 miles; £765.

STANDARD Vanguard 1949 saloon, radio and heater, 10,000 miles, 5 months guarantee.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

£485—Standard 12hp super de luxe saloon, black with brown hide, genuine 29,000 miles, outstanding car.

£395—Standard 8 1946 4-seater tourer, grey, 21,000 miles, beautifully maintained car.

CARRS AUTO SALES, Ltd., Croydon-Purley 4100.

TRUMPS & SMITH, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax 4801-3.

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R. ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MANROTOR MOTOR Co., Ltd., for your Standard, N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. N.15.

THOMAS MOTORS, Collette Rd., Putney, S.W.15. Tel. Cash buyers of Standard cars, all models.—Putney 8667.

JACK OLDING, Ltd., 9-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242.

CASH buyers of low-mileage Standard 12s, 14s, Vanguard, guards; distance no object.—Hattens, Lord St., Southampton. Tel. 2268.

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford, Tel. 28227-8.

STARNES MOTORS, 103, Crickwell Broadway, N.W.2. require modern Standard cars in really good cond.; cash or exchange.—Tel. Gl. 4480.

Standard Spares and Service

S&T SERVICE and spares for all models.

MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assembly.

STANDARD & TRIUMPH SALES, Ltd., London Distributors, Junction Boundary Road and Abbey Road, St John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

STANDARD and Triumph spares, sales and service.—Martin, Standard House, Highgate Village, N.6. Mountview 3413.

REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kerosa Garage, Highbury Gardens, N.5. Canonbury 6190.

STANDARD spares for all models; largest provincial stockists.—Hollands Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay, Tel. 33221.

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5495.

BROCKHURST GARAGE—Borrow agents for Standard Triumph; sales service, spares, reconditioned unit.—Oxbridge Rd., Harrow, Wembley, Middlesex. Tel. Grimsby 561.

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston, Kln. 3151-4.

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate. Distributors of Standard Vanguard and Triumph cars for Isle of Thanet. Tel. Margate 1182.

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stocks of spares for all models, the Standard specialists for over 25 years.—137-149, Wilmors Rd., Bromley, Kent, Bag. 3456-7-8-9.

HALLS (Finchley), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Av., Finchley N.3. Finlay 599-9.

STUDEBAKER

BRAY MOTORS—£29; E29 1926 Studebaker 26hp, private chassis, fitted small truck body, excellent runner, new tyres, suit farmer.

BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490.

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker. Wembley 3903.

SUNBEAM

SUNBEAM Speed Twenty drop head foursome coupe, 20.12.34, exceptional condition throughout.—Penn Lane Farm, Hockley Heath, Warwick. Tel. Wythe 3568.

SUNBEAM 3-litre double oil, requires attention; must sell, £150; view week-end.—Harris, 135, Church Rd., Penn-fields, Wolverhampton. (8383)

1934 (late) Sunbeam 24hp limousine, blue and black, blue leather, face veil, occasional, winding indicator, leather upholstery throughout; not yet run in after first rebore since new and now only 20 thou. o/s; a magnificent hand-built car in first-class condition; £475.

GLANVILLE GARAGE, 30-32, Berrow Rd., Burnham-on-Sea, Somerset. Tel. 75.

Sunbeam Spares and Service

CROWN wheels and pinions for all Sunbeam models, state ratio.—Barlow & Chidlaw, Ltd., Fenditich, Manchester. (2115)

SUNBEAM-TALBOT

TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, black with brown leather, 9,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester. 2. Tel. Blackfriars 9265-6.

LAYTONS OF OXFORD offer:—

£875—1948 Sunbeam-Talbot 4-seater sports tourer; finished in gunmetal with grey leather upholstery; this car is as new throughout having a very low mileage; fully guaranteed.

LAYTONS, New Rd., Oxford. Tel. 3381.

R. F. FUGGLE, Ltd., offer:—

1948 (Nov. '47) 2-litre Sunbeam-Talbot 4-door sports saloon, one owner, genuine mileage, 8,000; £985.

1947 2-litre Sunbeam-Talbot sports tourer, genuine mileage 985; in every way equal to new; £985.

BUSHEY HEATH, Herts. Tel. 1685.

H. A. SAUNDERS, Ltd., offer:—

1947 Sunbeam-Talbot 10hp sports saloon, one owner, metallic grey; £745.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, silver green, buff leather, 6,000 miles; £1,375.

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, 8,250 miles; £1,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

1947 Sunbeam-Talbot 10hp saloon, small mileage; £685.—Wokingham Motor Co., Ltd. Finchampstead Rd., Wokingham 380.

1946 Sunbeam-Talbot 10hp, new engine, brakes, tyres, reconditioned, radio; offers above 2500.—Leage, 16, Avondale Ave., Worcester Park. (8445)

GORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 90 saloon, bronze, 9,000 miles, spare unused, Gordon House, Euston Rd., N.W.1. Euston 6611.

1

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Sunbeam-Talbot Cars Wanted

R ROOTES, Ltd.,
D DISTRIBUTORS,
R REQUIRE modern low-mileage Sunbeam-Talbot cars
B IRMINGHAM.—Lower Temple St. (Central 9411).
M AIDSTONE.—129, Deansgate (Blackfriars 6677).
C ANTERBURY.—(Canterbury 2332).
R OCHESSTER.—(Chatham 2231).
W ROTHAM Heath.—(Borough Green 4.)
R OOTES, Ltd., Devonshire House, Piccadilly, W.1.
C ASH immediately for good Sunbeam-Talbot.—H. F.
 Edwards, 28, Upper High St., Epsom 9400. (8134)
C ASH buyers of low-mileage Sunbeam-Talbot: 10 and
 2-litre; distance no object.—Hattons, Lord St.,
 Southampton. Tel. 2268.
C HARLES RICKARDS, Ltd., wish to purchase good
 Sunbeam-Talbot cars.—58, Baywater Rd.,
 W.2. Paddington 1820. (7728)
B IRMINGHAM and Midlands.—Low-mileage Sun-
 beam-Talbot modern cars required by George
 Heath, Ltd., 180-184, Newhall St., Birmingham, and
 Lower Temple St., Birmingham. 2. (70069)
C AMDEN MOTORS require to purchase Sunbeam-
 Talbot saloons and drop heads of all horse-powers,
 all or clean condition, 1938-40 and post-war; write,
 all or tel., stating price required.
C AMDEN MOTORS, Ltd., Lake St., Leighton Buzzard,
 Beds. Tel. 238-3115. (4603)

Sunbeam-Talbot Spares and Service

N OTH and Central London.
C ATTERMOLES (GARAGES), Ltd., for Sunbeam-
 Talbot spares, sales and service.—78-89, Penton-
 ville Rd., N.1. Terminus 1001-7. (30365)

TALBOT

J OHN JORDAN offers—
1937 Talbot 10 four-door drop head coupe black
 with fawn leather disc, £325.
J OHN JORDAN, Laburnum Rd. Garage, Sandy, Beds.
 Tel. Sandy 64. (7674)
R. F. FUGGLE, Ltd., offer:—

1936 105 Talbot Speed sports saloon, carefully
 checked and passed by us and guaranteed in
 100% condition. £695.
1936 Talbot van den plas sports tourer; a
 most outstanding and splendid example of
 this model; £715.

B USHEY HEATH, Herts. Tel. 1685. (7711)

1935 Talbot 21hp de luxe saloon, in very excep-
 tional condition throughout; £235. G. P.
 Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill
 4433. (4448)

1938 Talbot 10 sports saloon, exceptionally clean
 and in excellent condition; really sound little car.
 Main: £245.—A.Z. Motors, Palmerston Rd., N.W.6.
 Brixton 4725. (8077)

1938 5-litre Talbot 4-door saloon, in gunmetal grey,
 good appearance, manual gear box, any trial.
 £445.—Jack Rose, Ltd., Stafford Rd., Wallington,
 Surrey. Wallington 6677-8. (5157)

1937 46,000 miles, one owner, exceptional through-
 out; £395.—Vandervells (Buyers of used cars), 215,
 Haverstock Hill, N.W.3. Primrose 4441. (3707)

£200 Talbot 10 or 15, Talbot 105 sports saloon, a
 saloon, preselector, P100s, twin pass lamps,
 Windstones, new tyres, many extras, excellent condition.
 Mr. Warren, 69, Angel Rd., Brixton, S.W.9. (8398)

£400 Talbot 21hp Nov., 1937, one owner, low
 mileage, beige, navy leather, good condi-
 tion and performance, fitted tables, foot rests, wheel
 discs.—Muirgrave, 191, St. Edward Rd., Queens
 Park, Bournemouth, Winton 1931. (7690)

295 gns.—Talbot 105 1937 21hp de luxe 4-door
 saloon, silver grey, sliding head, grey leather.
 A disc, excellent condition; terms, exchanger; list;
 open 9-7 week-days and Saturdays.—Rowland Smith,
 Hampstead (Hampstead Tube). Hampstead 6041. (8505)

1938 10hp fixed head coupe Monte Carlo Rally
 works car, designed for fast economical
 touring, overhauled and modified to date by Rootes,
 high back axle ratio, many extras; £395.—Seen at Whit-
 bread Garage, King's Mews, Gray's Inn Rd., W.C.1.
 (7647)

WALTER SCOTT, Ltd.—1937 May Talbot Speed 105
 saloon, black, beige hide, 33,000 miles only, chro-
 moshes, Andre telecontrols, and many other extras,
 looks and runs as new; £595.—39, College Crescent,
 Hampstead. N.W.5 (Swiss Cottage Tube). Primrose
 5914. (7979)

TANKARD & SMITH, Ltd., offer 1935 Talbot 5-litre
 saloon in polychromatic grey and chromium and
 beautiful red leather upholstery; mechanical condition
 very good, excellent tyres, any trial; £485; 3 months'
 written guarantee; also 200 guaranteed used cars of
 all makes.—198, Kings Rd., S.W.3. Tel. Finsbury
 4301-2-3. (7717)

C ENUINE privately owned Speed 105 thorough-
 bred Talbot 6-light sportsman's 4- to 5-seater
 4-door sun saloon, black original superior finish, chrome
 body line, like new, only 2 most careful practical en-
 gineers owners, total exact mileage under 43,000; this
 car was laid up on 31.12.39 until 2.3.40, also from
 Jan. 1, 40, to 17.3.40, and is a true pedigree 100%
 exclusive motor car proved by its outstanding performance,
 its design and super appearance; a thing of beauty
 is a joy for ever; all aluminium; a.c. body no rust
 original pile carpets, beautiful clean fawn interior and
 definitely exactly as per makers' original specification
 when new, self-centring steering, quiet engine, perfect
 brakes, quiet transmission and delightful to drive, 1935,
 but must be seen and tried to be appreciated, it upholds
 its reputation as being a really fast, safe at all speeds,
 very quiet, attractive, economical, thoroughly reliable
 sports car, low swept tail, large outside luggage boot,
 preselector gears and traffic clutch, 300 miles trial, also
 photo to genuine engineer; an honest car and genuine
 bargain, £335.—1, Bentley Rd., Manchester, 21. Tel.
 Chorlton 1288. (7832)

Talbot Cars Wanted

R OWLAND SMITH'S, the Talbot buyers.—Hampstead
 High St. (Hampstead Tube). Ham. 6041. (0991)

Talbot Cars Wanted

WANTED, 1938-40 3-4½-litre Talbot saloon/limousine,
 condition immaterial.—21, Upper Boudstone Lane,
 Lancing 3661. (7465)

TRIUMPH

B ROOKLANDS
1949 Triumph model 2000 roadster.
103 New Bond St., W.1. Tel. Mayfair 8351/6. (7876)
J. DAVY offers:—

1946 Triumph razor-edge saloon, radio, 1 owner;
 £825.
J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd.,
W.3. Western 6493. (8071)
J. DAVY offers:—

TRIUMPH roadster 1948, heater, many extras, low
 mileage; £895.
J. DAVY CAR SALES, 9, Logan Place, Earls Court Rd.,
W.3. Western 6493. (8074)
CAR MART, Ltd.

TRIUMPH 2000 1949 roadster, 4,000 miles; £1,095.
TRIUMPH 1800 1948 roadster, 14,000 miles; £895.
TRIUMPH 1800 1947 roadster, heater, radio, 7,000
 miles; £895.—Car Mart, Ltd., 330, Euston Rd.,
 N.W.1. Euston 1212. (7835)
CARR BROS., offer:—

1938 Triumph Gloria 14hp, mechanically perfect
 throughout, bodywork as new and just re-
 cellulosed, beautifully upholstered in best quality brown
 leather, a good performance car with graceful lines;
 £395.
CARR BROS., GARAGES, Ltd., Purley, Uplands 4811/
2/3. (7861)

NEWNHAMS, Ltd.
1936 Triumph Southern Cross 2-seater, black with
 green, one owner since new.
NEWNHAMS House, 235-7-9, Hammersmith Rd.,
London W.6. Riverside 4646. (7297)

SWANMORE CAR SALES.
1949 Triumph 2000 drop head coupe, 10,000 miles.
1947 Triumph 2000 razor-edge saloon, 11,000 miles.
EXCHANGES and terms.—Swanmore Garage, 1178-80,
Christchurch Rd., Boscombe East. Tel. South-
bourne 1022. (8407)

DICKS CAR SALES offer:—
1939 Triumph Dolomite 14hp drop head four-door
 coupe, very attractive car; £495.
DICKS CAR SALES, Ltd., 399-401, High Rd., Kilburn,
Malda Vale 6888-9. (8171)

SAUL & SLATTER, Ltd., offer:—
1947 Triumph Roadster, black, very fine condition;
 £820.
1948 Triumph 1400 saloon, low mileage, metallic
 grey; £995.—44-46, Aldersman Hill, N.15.
 Tel. Gdn. 1205-7173. (8038)

WARWICK WRIGHT, Ltd., offer:—
1949 Triumph 2,000 R.E. saloon, gunmetal grey,
 grey leather, 7,000 miles; £1,250.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1,
Mayfair 9761. (7997)

MCKINNON MOTORS, Ltd., offer:—
1949 (Mar.) Triumph 1800 Razor Edge saloon,
 Dec.; £1,195.
CONFIDENTIAL extended terms; six months' guaran-
tee.—MCKINNON'S, Langham House, 3, Stafford Rd.,
M. Wallington, near Croydon, Surrey. Established
1906. Tel. Wallington 3404. (7626)

MANN EGERTON & Co., Ltd., offer:—
1949 Triumph saloon, black with beige leather
 upholstery, radio, 8,000 miles.
14, Berkeley St., London, W.1. Regent 2073. (7932)

MERES & MERES, Ltd. (Est. 1893) offer:—
1947 (Nov.) Triumph roadster coupe, grey, with
 blue leather upholstery, coachwork, mechanical
 condition and tyres excellent, small mileage, one
 owner, practically a new car; £895.—The Broadway,
 Mill Hill, N.W.7. Tel. M. 2040. (7694)

J. SHEPHERD & Co. (Knobell), Ltd., offer:—
TRIUMPH 16hp Vitesse sports saloon, first registered
 1939, black with green hide interior, excellent con-
 dition throughout; £395.—D. J. Shepherd & Co. (Knobell),
 Ltd., 436, Hertford Rd., Enfield, Howard 1681.
 smart, black; £850.
WADCOCK MOTORS, 150, West End Lane, N.W.6,
Hampstead 1177. (7774)

1949 Triumph Roadster, black, red leather, 6,000
 miles; £1,050.
GORDON NEWMAN & Co., 360, Euston Road, N.W.1,
Euston 4468. (7673)

GORDON CARS (LONDON), Ltd.—1949 Triumph
 2000 saloon, grey, 8,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1948 Triumph
 1800 roadster, black, 812 miles only, definitely new
 condition.—Below.
GORDON CARS (LONDON), Ltd.—1948 Triumph
 1800 roadster, rust, 11,000 miles.—Gordon House,
 373, Euston Rd., N.W.1. Euston 6611. (8063)

1948 Triumph 1800 Roadster, black with fawn
 upholstery, genuine 8,000 miles, as new;
 £895.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7,
North 4441. (6468)

CASS'S MOTOR MART.—1939 Triumph 14/60 sports
 saloon, blue, excellent, written guarantee.—5, War-
 ren St., W.1. Euston 3523. (8178)

TRIUMPH roadster '49, 9,000 miles, as new; £985;
 terms arranged.—Scott Cars, 347, Finchley Rd.,
 N.W.3. Ham. 7779 and 8676. (8237)

1946 (December) Triumph Roadster, one owner,
 heater; £695.—K.C. Motors, 31-33, Fortune
 Green Rd., N.W.6. Hampstead 5988. (8265)

4200 miles.—1949 (June) Triumph R.E. saloon,
 grey.—Ernest Euston, Cleve Hill 95 (Chel-
 tenham). (Trade enquiries only please.) (8067)

TRIUMPH

1948 Triumph roadster, in black, choice of two;
 £310.—Bells Service Garages, 144, London
 Rd., Kingston-on-Thames. Kingston 8385. (8554)

1949 Triumph 2000 roadster, black, wireless, tax,
 small mileage, one owner; £950.—Wymann,
 61, Gunnersbury Lane, W.3. Accra 1367. (8417)

1949 Triumph 2000 roadster, genuine mileage
 6,500, absolutely as new, one owner; £1,075.
 Newmill Garage, New Milton, Hants. Tel. 1063. (7746)

1949 silver-grey, leather upholstery, one owner—
 Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4.
 (8006)

1948 (Sept.) Triumph R.E. saloon, black with beige
 leather, low mileage, excellent; £1,170.—
 Elton Star Garages, Ltd., 617, Finchley Rd., N.W.3. Ham.
 2254. (7860)

1939 Triumph Dolomite 14hp 4-light saloon; £395.
 Albemarle Motors, Ltd., Crown Garage,
 Albany St. (adj. Barracks), N.W.1. Tel. Euston 4507
 and 1520. (6099)

1939 Triumph Dolomite 14hp, black and chrome,
 guaranteed condition; h.p. terms arranged.
 —K. Henry, Ltd., 83-85, Great Portland St., W.1.
 Langham 8635 and 3954. (5435)

1949 Triumph Roadster 1800, grey, blue hide up-
 holstery, low mileage, exceptional condition;
 £885.—H. A. Saunders, Ltd., 144, Golders Green Rd.,
 London, N.W.11. Speedwell 0011. (8207)

1949 Triumph 2000 type saloon, grey, grey hide
 upholstery, low mileage, exceptional condition;
 £1,255.—H. A. Saunders, Ltd., 144, Golders Green
 Rd., London, N.W.11. Speedwell 0011. (8208)

1949 Triumph 2000 saloon, black, fawn leather,
 16,000 miles, one careful owner, and two ex-
 changes, deferred terms.—John S. Truscott, Ltd., 179,
 Westbourne Grove, W.11. Bay 4274. (7974)

1949 Triumph Roadster 2000, just out of covenant;
 8,000 miles, condition as new inside and out.
 —Offers to F. J. Rowberry, Esq., Dador, Bridston, Rose-
 on-Wye, Herefordshire. Tel. Peterstow 70, after 7 p.m.
 (8549)

1949 (June) covenant-free 2,000cc Triumph
 perfect condition, good reason for sale; £1,000.—Bil-
 son, Russett Farm, Stone-In-Oxney, Kent. Tel. Apple-
 dore 65. (8589)

TRIUMPH razor edge de luxe saloon, black, fawn hide,
 Jan. 1949, 12,000 miles only, owner, guaran-
 teed, perfect throughout; £975; demonstration any-
 where.—Premier Motor Co., Aston Rd., Birmingham.
 Aston Cross 3271. (8568)

£425 sealed hood and large dickey, 1938-9 model,
 immaculate throughout, tremendous performance and
 would suit connoisseur; hire purchase, exchange; 3
 months' guarantee.
LAMBS of Wood Green, Caxton Rd., N.22. Bowes
Park 4144. (8239)

TRIUMPH 2,000 drop head coupe, registered February
 1949; green, red upholstery, mileage only 5,800, one
 owner; indistinguishable from new.—Eastern Motor Co.,
 Ltd., 52, George St., Edinburgh. Tel. Central 6394.
 Eastmote. (7082)

TRIUMPH car, 1949 model, 2,000, roadster, finished
 green cellulose, green hide upholstery, just out of
 covenant, unmarked, 5,200 miles; price £1,050,
 spare wheel unused.—Apply Mr. Rodwell, Boyd Gibbins,
 285 Romford Rd., E.7. Tel. Mar. 2000-3. (7646)

825 gns.—Triumph 1800, June 1948, roadster, gun-
 metal, blue leather, heater, wind-tone horns,
 good tyres, one careful owner, exceptional condi-
 tion; terms, exchange; list; open 9-7 week-days and Sat-
 urdays.—Rowland Smith, Hampstead (Hampstead Tube).
 Hampstead 6041. (8506)

1940 Triumph 14-60 4-seater roadster Dolomite,
 in grey cellulose with chrome fittings and
 grill, fitted with twin chrome trumpet horns and twin
 spotlights, Ace disc wheel covers, the hood and whole
 car is in excellent condition and very attractive; £465;
 terms, exchange.—Root's Motors, Portsmouth Rd.,
 Epsom, Surrey. Epsom 2088, 3035. (8216)

£835 12-month 1948, in especially nice con-
 dition inside and out, with spotlights, black cellulose
 and fawn leather interior, stored for six months, small
 amount of use by one very careful owner, original tyres
 in splendid condition, engine just derbolized for first
 time, specially recommended and fully guaranteed in
 writing by
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds.
10, 2381 and 3115.—Hire purchase. Part-exchange.
Free delivery. (7913)

Triumph Cars Wanted

C THE CAR MART, Ltd., wish to purchase Triumph
 cars.—320, Euston Rd., N.W.1. Euston 1212. (0974)

R OWLAND SMITH'S the Triumph buyers.—Hamp-
 stead High St. (Hampstead Tube). Ham. 6041. (0992)

MARSTON MOTOR Co., Ltd., for your Triumph.—
8-13, Tel. Sta. 8000. Seven Sisters Rd., Tottenham.
8-13. (7929)

C ASH buyers of low-mileage 1800 and 2000 Triumphs;
 distance no object.—Hattons, Lord St., Southampton.
 Tel. 2268. (7934)

Triumph Spares and Service

S & T
S ERVICE and spares for all models.

M ANUFACTURERS' largest stockists in Britain of
 Standard and Triumph spares and service exchange
 assemblies.—Below.

STANDARD & TRIUMPH SALES, Ltd., London Distrib-
 utors, Junction Boundary Road and Abbey Road,
 St. John's Wood, N.W.8. Malda Vale 9114 (10 lines).
 (7039)

NEWNHAMS, Ltd.
TRIUMPH specialists; service and spares for all models,
 including Dolomite type radiator grills.—Newnhams
 House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. (1539)

B wholesale and retail.—161, Ct. Portland St., W.1.
 Langham 7733.

TRIUMPH spares for all post-war models; largest
 provincial stockists.—Hollingsdale Automobile Co.
 Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyg
 Bay (Tel. 3322). (0355)

JUNE, 1948. Bradford J. & Co. utility de luxe with
 extra fittings, cost £550, good condition; open to
 offers.—Box 5142. (8437)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.
1918 Wolseley 12hp saloon, black, brown leather upholstery, one owner, in excellent condition.
1917 Wolseley 12hp saloon, black, brown leather upholstery, 25,000 miles, in excellent condition.
1917 Wolseley 18hp saloon, black, with brown leather upholstery, one owner, very carefully used.
 Low mileage Wolseleys are scarce, should your model not be in stock put your names on our used cars list for early notification.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 9551), and 12, Chelsea Manor St., S.W.3. (Fulham 8181). [9080]

HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane North Finchley, N.12. Tel. Hillside 4444.
1917 Wolseley 18hp saloon, colour black, brown leather upholstery, excellent motor car; 6335.
W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
COACHCRAFT offer:—
£87/10—1934-5 Wolseley 19hp saloon de luxe, roomy and reliable vehicle, in clean condition throughout, lavishly equipped, taxed and ready for immediate use, suitable for family use or hire work.
COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [3186]

TOM GARNER, Ltd., offer:—
1919 Wolseley Four/Fifty saloon, black with fawn leather, 4,000 miles only.
TOM GARNER, 10-12, Peter St., Manchester, 2. Blackfriars 9265-6.
SIMPSON'S MOTORS offer:—
1938 Wolseley 14, immaculate condition; £425.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists) Wembley 3305. [9047]

WARWICK WRIGHT, Ltd., offer:—
1919 Wolseley Four-Fifty saloon, maroon, red leather, radio and heater, 7,000 miles; £1,225.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 3761. [7999]

GUY SALMON AUTOMOBILES offer:—
1918 Wolseley 18 saloon, 14,000 miles, immaculate. £1,100. Portsmouth Rd., Thames Ditton. [6565]
1938 Wolseley 25hp limousine, leather, negligible mileage.
JACK ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [4162]

1919 Wolseley 6/90 saloon, 6,000 miles, colour black, grey leather upholstery, £1,225.
PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow, Potter Street 121. [8040]
1939 Wolseley 14-60 saloon, black, exceptional condition, recent £110 complete overhaul; £500.
JOHNSON WILSON AUTOS, Ltd., Sandstead Rd., South Croydon. Sandstead 4260. [8298]

1938 Wolseley 14 saloon, 1945 (September), 28,000, one owner; £695.—Lewis Price, Southampton. Tel. 3747. [8578]
BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, Lodon Rd., Kingston. Tel. 3548. [8083]
BRAY MOTORS.—£395: 1940 Wolseley 14 de luxe saloon, black, brown hide, definitely unrepeatable bargain.
BRAY MOTORS.—£195: 1935-6 New Hornet 12hp de luxe saloon, easy clean, reconditioned engine, bargain.
BRAY MOTORS, 180-184, West End Lane, N.W.6. B. Hampstead 6490. [8541]

1919 Wolseley 14/37, low mileage, new engine, coachwork absolutely untouched. 1 owner: £425. £250. Pont St., S.W.1. Sloane 7674. [8310]
1919 Wolseley 6/90 saloon, one owner, 3,000 miles, leather upholstery.—Ripco, Ltd., 16, Abchurch Lane, W.C.2. [8212]
1918 Wolseley 10 saloon, black/brown, one owner: £775.—Jarris & Sons, Ltd., Morris House, Morden Rd., S.W.15. Liberty 4656. [8212]
1918 Wolseley 12hp saloon, original condition. Everything works: £150.—Maycroft, 24, Lynton Rd., Hornsey, N.3. Mountview 4871. [8305]

1917 Wolseley 18 saloon de ville, exceptional condition: £435.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3065. [8468]
1938 Wolseley 18hp saloon.—Archie Simons & Co., Ltd., 93-94, Gt. Portland St., W.1. Lan. 1343. [7796]
1919 (March) Wolseley 4-50 grey saloon, immaculate condition; £1,050.—H. J. Enston, Glen Aber, Frith, Wrexham. Tel. Brymbo 517. [7651]

395 gns.—Wolseley 14/60, Sept. 1939, de luxe 4-door saloon, black, sliding head, brown leather, one owner; terms, exchanges.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8507]
395 gns.—Wolseley 14 1936 de luxe 4-door saloon, black, sliding head, brown leather. Easy-clean wheels, very good condition; terms, exchanges.—Rowland Smith, below. [8212]
345 gns.—Wolseley Super 6 1938 25hp de luxe 4-door saloon, green, sliding head, green leather, excellent condition; terms, exchanges; list: open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [8507]

1916 Wolseley 14hp saloon, black, brown leather, first-class condition throughout: £765.
 Beardmore, 25, Queensway, W.2. Baywater 0135. [8279]
1938-9 Wolseley 12 saloon de luxe, black, brown leather, very good condition; £365.—Yeats, 8, Cavendish Rd., Chiswick. Chiswick 4331. [7693]

GORDON CARS (LONDON), Ltd.—1947 Wolseley 10 saloon, black/brown leather, particularly attractive.—Gordon House, Euston Rd., N.W.1. Euston 6611. [8026]
1937 Wolseley 14, black, brown leather upholstery; £285; 3 months' guarantee.—Tankard & Smith Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [8051]
£75 or near offer.—1930 Wolseley 14, 7-seater body by Eustace Watkins, good running order, any trial.—Wynyard, 55, Osborne Rd., Redhill, Surrey. [7693]

WOLSELEY

1937 Wolseley 25 limousine, registered August 1937, cellulosed black, first-class order in every respect, £465; terms, exchanges.—E. Palmer Motors, Ltd., 12, Church St., Luton. Tel. 1422. [7357]
1938 Wolseley 14 saloon, in exceptional condition, 5 new tyres, good battery and engine completely overhauled, not yet run in; A.A. or R.A.C. inspection invited; accept £395.—Richmond 561. [8465]
1949 4/50 Wolseley 4-door saloon, radio and heater, positively unmarked, inside and out, hardly used, £1,015.—Jack Rose, Ltd., Standard Rd., Wallington, Surrey. Wallington 6677-8. [8140]
395 gns.—1938 Wolseley 12hp 4-door sun saloon, black, brown leather, good tyres, first-class condition; deposit £400.—George Clarke (Motors), Ltd., 276-278, Brixon Hill, S.W.2. Tulse Hill 3211. [8536]
LIFE & SAUNDERS require 7-seaters also offer 100 A.L. Limousine (list) and 100 A.L. 7-seater.
IMOUSINE, 1939/40, Double Enclosed, 21hp, 7-seater, L leather, black, delightful condition. £585. Seen:—Providence Court, Grosvenor Square. Mayfair-2941. [8107]

Wolseley Cars Wanted

ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 9551), and 12, Chelsea Manor St., S.W.3 (Fulham 8181). [5963]
SELL your Wolseley to us: good cars urgently wanted, all models.—Offord, 67, George St., W.1. Wel. 6899.
WANTED, 1938/39 Wolseley 12hp saloon.—Vanderella, 215, Haverstock Hill, N.W.3. Primrose 1468. [7738]

JACK ROSE, Ltd., require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [4928]
CYRIL BRIDGE AUTOMOBILES, Ltd., the Wolseley distributors, urgently require late-type Wolseley.—Tel. Weybridge 235.
WANTED buyers of low-mileage Wolseley 8, 12/48, 14/60, 4/50; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [10806]
7-SEATER Limousine 25hp Series 3. Details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [8094]

BLAKE, Wolseley, distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool. Tel. Royal 6622. [7737]
1939 Wolseley 25hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Wel. 1764. [1764]
1938 Saloon 21hp Wanted, sound mechanically, reasonable cost. Letters.—Robertson, 26 Sunny Hill, Hendon, N.W.4. [8095]

Wolseley 6/90 Cars Wanted

CTHE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 1212. [0721]
CTHE CAR MART, Ltd. wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Grosvenor 5434. [0722]

Wolseley Spares and Service

W. JACOBS & SON.
WE specialise in spares and repairs for all models of Wolseley cars.
W. JACOBS & SON, Mill Garage, Chilwell Rd., South Woodford, E.15. Woodford 0640. [0485]
WOLSELEY sales and service.—Ramsay Motors, Ltd., 242-248, High St., Barnet 3260. [0707]
FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 85, Queens Rd., Brighton 35. [0386]
R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101. Spares, reconditioned unit service and repairs for all Wolseley models. [8571]
EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.5 (Fulham 8181), for Wolseley service. Complete overhauls, coachwork and reconditioned engines. [0277]
BROCKHURST GARAGE.—Harrow agents for Wolseley; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204]

MISCELLANEOUS CARS

RAYMOND WAY.
RAYMOND WAY, of Kilburn.
RAYMOND WAY, the hire-purchase specialists! 5% discount for cash customers.
200 cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system: no fuss, no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles.
RAYMOND WAY, Canterbury Rd., Kilburn (150 yds R. Kilburn Park Station, Bakerloo Line). Malda Vale 6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).
CARE AUTOS will be closed from June 24th until July 8th for annual holiday. [8333]
ROBINS 98 Upper Richmond Rd., Putney always sell good cars; send for list: established 27 years.
HILLMAN Minx body 1937 model, complete exterior renovation, £30 complete; Ford 8 1936, £175; 1938 Packard saloon, £350; 1946 Ford 10cwt van, as new.—B. J. Powell, The Shelford Garage, Great Shelford, Tel. Shelford 3259. [8377]

Miscellaneous Cars Wanted

ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0996]

Miscellaneous Cars Wanted

MARBLE ARCH
A MOTOR SUPPLIES, Ltd.—Spot cash buyers of all makes and models.
HIGH St., Watford, Herts. Tel. Watford 4491. [10189]
WE are cash buyers of all small h.p. post-war 4 pre-war cars.
THE WARREN MOTOR CO., 353-5, Euston Rd., N.W.1. Tel. Euston 7751. [1866]
PARAMOUNT MOTORS urgently require post-war cars in good condition.
PARAMOUNT MOTORS, 114, Tottenham Court Rd., W.1. Euston 7503 and 3536. [6347]
GOOD cars wanted for cash.—King's Motors, 1, Hic St., Hounslow, Tel. 3532. [8323]
EAST SHEEN.—Cresswell's Garage urgently wish to buy all makes of pre-war cars. Tel. 2612 (0875) and 10hp cars, 1938 onwards, wanted.—Full details to Jennings Bros. Motors, Ltd., Sutton Coldfield.
WANTED for cash, post-war 10-14hp cars.—John Jordan, Laburnum Rd. Garage, Sandy, Beds. Tel. Sandy 64. [7676]
BENTLEY or Rolls-Royce, complete or incomplete, wanted.—Roseleigh, Dean Oak Lane, Leigh, Reigate, Surrey. [15703]
CARS urgently needed: spot cash waiting.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.2. Tel. Colindale 6122. [8327]
PRIDE & CLARKE, Ltd., offer immediate cash payment for any make or model; quotation by return.—158, Stockwell Rd., S.W.9. Bri. 6251. [10734]
RAYMOND WAY, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines). [2005]
NAVY & ROYAL, Ltd., are cash buyers of all Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Oper 9-6 p.m. each week-day including Saturday. [5347]

1936 Rolls-Royce 25/30 ambulance, superb.
GUY ALFRED & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [7014]
£250—Estate car or ambulance, Rolls-Royce 25, 1931 model, 100% condition.—209, Norfolk Rd., S. Harrow. [7010]
AMBULANCES, new and used; also coachwork, large A selection from £100.—Lawton-Goodman, Ltd. (Ambulance Makers), 115, Cricklewood Broadway, N.W.2. Gladstone 2226. [7925]

MOTOR COACHES
ROSE & YOUNG, Ltd., offer: 1937 Dennis 20-seater bargain, bargain, bargain.
Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. Offer 1935 Bedford 20-seater coach, bargain, £250.—65-69, St. John's Rd., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5054]

MOTOR HEARSES
A Immediate Delivery: Modern High Quality Carriages.—Covered Mechanical Guarantee Certificate. Details:—
1938 Eighteen Austin 7ft 3in Deck (4-Bearers) lavishly equipped streamlined 1950-Cowchwork, economical, inexpensive.
AUSTIN Twenty, 5-door, 6-bearer, 1950-streamlined A Coachwork, lavishly equipped, mechanically certified, bargain.
ROLLS-ROYCE 1950 Silver Wraith, also 1937/30hp and modern Phantoms fitted 1950-Bearer also Deck streamlined quality Coachwork, attractive designs, exclusive equipment, inexpensive. Seen.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [8104]

1947 Humber 27hp hearse, mileage 11,000. In new condition throughout; £1,550.—H. J. Enston, Frith, Wrexham. Tel. Brymbo 517. [7652]
FUNERAL next 3 Rolls Phantom I and II, 2 hearses, new, 1940-41, 1942-43, 1944-45, 1946-47, all available.—W. A. Truelove & Son, Ltd., 118, Carnarvon Rd., Sutton, Surrey. [7609]
A RTHUR MULLINER, Ltd., invite enquiries for the new Humber Pullman and Austin Sheerline limousine chassis; deck, bearer or pedestal type supplied.
BRIDGE ST., Northampton. Tel. 907. [6015]

WANTED, modern motor hearse, suitable for provincial towns.—Box 5143. [8438]
TAXICABS
ONE Austin Metropolitan taxi cab for immediate delivery at list price of £942/1/3.—A. N. & H. Cooper, Ltd., Park Garage, Clackston, Tel. 54. [8534]
MOTOR CYCLES FOR SALE
RAYMOND WAY.
A 100 new motor cycles all makes in stock for immediate delivery, also a selection of second-hand solos and combinations; cars taken in exchange.—Raymond Way, the hire-purchase specialists, Kilburn Bazaar, N.W.6. Malda Vale 6044 (10 lines). [2607]
S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges, hire purchase. Everything for the Motor Cyclist.—364-368, High Road, Leyton, E.10. [0347]

COMMERCIAL VEHICLES
 (continued from page 46)
LEXLAND (Cub), specially built 1932, staff luggage van, seating capacity 10 plus driver, 27hp, excellent condition, mileage 49,000, dark green leather upholstery, overall length 18ft 4in.—Offers and appointments to view, Box 5075. [7690]
1946 Ford V8 truck, very carefully (registered) maintained throughout in excellent condition, genuinely faultless mechanically, perfect running order; lift at 6800lbs, space needed—some 6' Over-seas Motors, 160, Finchley Rd., N.W.3. Hampstead 0677/89. [8530]

COMMERCIAL VEHICLES Wanted
WANTED.—1946-9 Fordson 5-cwt and 10-cwt vans.—Arthur E. Gould, Ltd., 290-2, Regent St. W.1. Langham 1594-5. [10102]
MOBILE CANTEENS, KITCHENS, ETC., 209 Northolt Rd., S. Harrow. [7705]
MOBILE canteens, kitchens, splendid selection trailers and vehicles; from £200.—Lawton-Goodman, 115, Cricklewood Broadway, N.W.2. Gladstone 2226. [7923]

NEW AND USED CARAVANS, TRAILERS, ETC

SECOND-HAND CARAVANS

NEW CARS FOR SALE

HATTON MOTORS, Ltd.—Orders accepted for delivery in strict rotation.—71, Broad St., Birmingham. [3526]

ALLARD

ARTHUR E. GOULD, Ltd.—290-292, Regent St., W.1. [3526]

LANGHAM 1594-S.

MAIN distributors for all Allard models.

PHONE or write for details or demonstration. [048]

AGENHAM MOTORS, Ltd.—main distributors, sales and service.—56, Park Lane, London, W.1. Regent 4866. [0150]

FULL particulars of all Allard models can be obtained from Allard Motor Co. Ltd., 24-28, Clapham High St., London, S.W.A. Tel. Macaulay 3201. [0803]

ALTA

ALTA Cars—The Northern distributors.—William Arnold, Ltd., Manchester. 13. [0758]

ALVIS

LONDON.

ALL particulars of Alvis are available at 103, New Bond St., W.1. Mayfair 8351. [0350]

CHARLES POLLETT, Ltd.—Alvis repair specialists.

OFFICIAL Alvis spare parts stockists.

TRADE supplied.

SERVICE—12, Wellesley Ave., W.6. Riv. 1413. [0307]

MANCHESTER.—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M'cr., 19, Rus. 2874-5. [0825]

ALVIS in Scotland, sales spares and service.—James H. Galt, Ltd., Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. May we send you full particulars of latest models? [0731]

LANCASHIRE and Cheshire, sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton, Tel. 4080, and 176, Deansgate, Manchester, Tel. Deansgate 4507. [0389]

ARMSTRONG SIDDELEY

HENLY'S, Ltd.—1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7845. [0603]

PASS & JOYCE, Ltd.—London and district distributors for the new post-war Armstrong Siddeley car.—184-188, Great Portland St., London, W.1. Museum 1011. [0711]

ASTON MARTIN

HAROLD RADFORD & Co., Ltd.—officially appointed Aston Martin retailers.—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [8228]

AUSTIN

CAR MART, Ltd.

OFFICIAL Retailers. Offer for early delivery.

BENTLEY Mark VI specially designed razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished dark green.

BENTLEY Mark VI standardized 4-door razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished black.

CAR MART, Ltd.—150, Park Lane, W.1. Grosvenor 2434. [15010]

ROSE, Ltd., Northampton.

OFFICIAL Bentley retailers.

SHOWROOMS and service.

MAREFAIR, Northampton. Tel. 4540. [0569]

DAVID ROSEFIELD, Ltd.

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 76, Deansgate, Manchester.

PHONE Blackfriars 4942.

SERVICE station, Cheetham Hill Rd.

MANCHESTER, 8, Tel. Blackfriars 2302. [0560]

BENTLEY.—William Arnold, Ltd., Upper Brook St., Manchester, 13, agents and specialists. [0665]

H. A. FOX & Co., Ltd.—officially appointed Rolls-Royce and Bentley retailers and repairers.—3-5, Burlington Gardens, London, W.1. Tel. Regent 7887. [0944]

JACK OLDING, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242. [0817]

RIPPON BROS., Ltd.—the largest Bentley and Rolls-Royce distributors, offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork: Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 6340. [0249]

BOND MINICAR

CENTRAL GARAGE of Croydon, distributors, spares and service for Bond Minicar; write for particulars of delivery.—Central Garage, Croydon 7464. [4504]

A.F.N. Ltd.

JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

FALCON Works, London Rd., Isleworth. Hounslow 17578

FALCON 1901.

UM Ltd.

UNIVERSITY MOTORS, Ltd.—Joint Distributors, London, Home and Eastern Counties; also Berks. Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. [0167]

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Bristol, arrange a demonstration to suit your convenience.—Tel. Ardwick 4361-7. [0058]

BRISTOL, all models including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.

ANTHONY CROOK MOTORS, Town End, Caterham Hill, Surrey. Tel. 466. [5571]

SCOTLAND and Northern England; consult the enthusiasts.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. May we send you particulars of latest models? [0732]

BUICK

BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. [0398]

CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. [0526]

CHEVROLET

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [0175]

CITROEN

C. G. NORMAN & CO.

CITROEN sole distributors for the County of London.

SHOWROOMS, spares and service, 50, Vauxhall Bridge Road, S.W.1, Victoria 7611/6. [0637]

SHRIMPTON'S MOTORS, Ltd., London distributors.

Head office and showrooms, 182, Sloane St., S.W.1. Sloane 3556.

SPARES and Service: 77a, Kings Rd., Chelsea, S.W.3. Flaxman 4667. [0727]

DAIMLER

CAR MART, Ltd.

OFFICIAL Agents. Offer for immediate delivery.

DAIMLER 27hp 6-light saloon, coachwork by Freestone & Webb, Ltd., finished black.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [5011]

C. A. PETO, Ltd., for all Daimler models and service, 42, North Audley St., W.1. Mayfair 3051. [3825]

SELBORNE (MAYFAIR) DELAGUE (Incorporating Selborne Motors, Ltd., established 1926).

SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1. [6494]

DELAHAYE

SELBORNE (MAYFAIR), Ltd., incorporating Selborne Motors, Ltd., established 1926.

SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. [3887]

DIPPERBROOK GARAGES, Ltd., for Delahaye and Delage inquiries (authorised agents), London Rd., Dorking 5891-2-3. [0159]

FORD

C. A. PETO, Ltd., for all Ford models and service.—42, North Audley St., W.1. Mayfair 3051. [3826]

AGENHAM MOTORS, Ltd., main Ford dealers, sales and service.—56, Park Lane, London, W.1. Regent 4866. [0870]

ARTHUR E. GOULD, Ltd., main Ford dealers 290-2, Regent St., W.1. Service: Minerva House, Chancery St., W.C.1. Museum 6073. [0656]

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines). 104 Poord Rd. Folkestone Folkestone 51222 (12 lines). [0098]

FRASER NASH

REQUESTS for literature and information in respect of the Fraser Nash, Le Mans Replica, Fast Roadster foursome cabriolet and Mille Miglia models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 17578. [4165]

HEALEY

NEW unregistered Healey Roadster 2-4 seater; £1,500, including F.T.

F. H. PEACOCK, Ltd., 219-221, Balham High Rd., S.W.17. Balham 4401. [1968]

SILVERSTONE latest model; Healey sports 2-seater available for immediate delivery, list price, plus purchase tax from—Northampton Motor Services, Ltd., Northampton Tel. 2862. [0063]

HILLMAN

BARNET area.—Hillman main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0532. [0411]

HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8309]

HUDSON

ARNOLDS, of Manchester, for Hudsons.—William Arnold, Ltd., Upper Broad St., Manchester, Ardwick 4361-7. [0317]

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).

ENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). [0153]

WEMBLEY COURT MOTORS.

JAGUAR sales; order your new Jaguar from the main dealers.

WEMBLEY COURT MOTORS, High Rd., Wembley, Tel. Ardwick 5221. [6598]

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agents for South-West Surrey.—St. Catharine's Garage, Guildford 52907-9. [4236]

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4080, Deansgate, Manchester. Tel. Deansgate 4507. [0391]

JOWETT

H. BENTLEY & PARTNERS.

JAVELIN, Jupiter and Bradford main agents.

SPECIALISED sales, service and spares available.—Sackville House, 40, Piccadilly, W.1. Regent 0640. [3599]

SALES and Service.

CLARKE'S of PIRBRIGHT, automobile engineers.—Pirbright, Surrey. Tel. Brookwood 2201-2-3. [0279]

NEWHAMS Ltd.

JAVELIN and Bradford main agents, sales and service specialists.—Newnham House, 235-9, Hammer-smith Rd., W.6. Riv. 4646. [0398]

HAROLD RADFORD & Co., Ltd.

JAVELIN and Bradford main Agents.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court South Kensington S.W.7. Tel. Kensington 6642 (5 lines). COME to the specialists for anything Jowett.

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. [0581]

JOWETT.—East Surrey's leading agents for Javelins and Bradford vans.—Carr Bros., High St., Purley Uplands 4812. [0275]

ARNOLDS, of Manchester, main agents for Jowett cars.—William Arnold, Ltd., Upper Brook St., Manchester 13, Ardwick 4361-7. [0669]

KNIGHTON-ON-THAMES main agents for Jowett, Javelin and Bradford vans.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston 2241-2. [6620]

WIMBUSH & Co., Ltd., Headfort Place, S.W.1, offer complete service and spares for Bradfords and Javelins.—Service Sloane 0151, Sales, Abbey 6896.

JOWETT main agents for Manchester.—Saxon Javelins, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20, Tel. Did. 5446-5340. Spares in stock. [0422]

KAISER FRAZER

KAISER FRAZER concessionaires for Great Britain, parts and service.—Steele, Grimiths & Co., Ltd., Camberwell Green, S.E.5. Rodney 2201-6. [0359]

LAGONDA

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [0263]

LATHEE type Lagonda available for early delivery.—J. Lathee & Co., Ltd., North Audley St., W.1. Mayfair 3242. [1791]

LANCIA

ARNOLDS, of Manchester, main agents for Lancia, parts and service.—Wm. Arnold, Ltd., Upper Brook St., Manchester, Ardwick 4261-7. [0670]

LEA-FRANCIS

CARDIFF.—Glamorgan and Monmouthshire distributors for the new Lea-Francis; enquiries invited to—LANFIELD LAWRENCE, 2, City Rd., Cardiff. Tel. 859. [0356]

WEST Yorkshire distributors of Lea-Francis cars.—Marshall's (Halifax), Ltd., Kings Cross Rd., Halifax, Tel. 5344. [4470]

J. C. ALEXANDER, Ltd., main distributors in the North for the Lea-Francis products.—190, Deansgate, Manchester, Tel. Deansgate 4795. [0045]

LEA-FRANCIS.—Birmingham and Midlands distributors.—Henry Garner, Ltd., Showrooms: 221, High St., Deritend 12. Works: 120, Alcester Rd., Moseley. 3

LLOYD

LLOYD.—For earliest delivery and expert service.—L. Westcombe Motors, Ltd., Imperial Garage, Winchester. Distributors for Hampshire, Tel. 4174. [0114]

DISTRIBUTORS for London and the Home Counties, service and spares.—The Red Circle, Ltd., Eastern Arm, Gt. Cambridge Rd., Tottenham, N.17. Tel. Tottenham 1906/7553. [0534]

LLOYD distributors for the West Riding of Yorkshire, L. Hendley Motor & Engineering Co., Ltd., 8, Otley Road, Leeds. 6 Tel. Leeds 52627-8. Wire "Truble," Leeds. [0321]

MORGAN

CONWAY MOTORS.—Morgan distributors for the S.W. 4/4.—301, Goldhawk Rd., W.12. [0247]

ASIL ROY, Ltd., Morgan distributors; orders now accepted.—161, Gt. Portland St., W.1. Langham 723.

MORGAN 4/4.—Book now for earliest delivery; full specification on request.—Motourists (London), Ltd., Distributing Agents, Gt. North Rd., East Finchley Station, N.2. Tudor 2301-2. [0155]

NEW CARS FOR SALE

NASH
NASH Cars spare and repairs through Nash Concessionaires, Ltd., only—Nash St., Albany St., N.W.I. Euston 5558/9. [0562]

OLDSMOBILE
DISTRIBUTORS (RAWLANCE), Ltd.—Sales, Service and Spares—Blindley Heath Garage nr Linsfield Surrey. Tel Linsfield 530-1. [00882]
OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., Service 2, Lexington St., W.1 (Gerrard 8600). Spare Parts: Kensington Place, Camden Hill Rd., W.8 (Pars 8611). [0257]

OPEL
LANCASHIRE and Cheshire distributors for Opel sales service and spares.
GROSVENOR GARAGE, Burnage Lane, Manchester. 19 Rus 2874-5. [01199]

PEUGEOT
TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly, W.1. May 5363.

PONTIAC
PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot Berks.

RENAULT—Distributors for Renault—Henry Garner, Ltd., Showrooms: 221, High St., Dertind 12. Works: 120, Alcester Rd., Moseley 15. [0003]

RILEY
C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. [2827]
RILEY distributors, Wembley and district.—Your enquiries invited.—Montrose Motors Wembley 2636

ROLLS-ROYCE
CAR MART, Ltd.
OFFICIAL Retailers. Offer for early delivery.

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PHONE Blackfriars 4942.

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MANCHESTER, 8, Tel. Blackfriars 3202. [0561]

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GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.
SHOWROOMS and service.

MAREFAIR Northampton, Tel. 4540. [0520]

ROLLS-ROYCE—William Arnold, Ltd., Upper Brook St., Manchester, 3, agents and specialists. [00624]

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SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district.—Spares and service. Tel. Vigilant 4444. [3685]

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ROSENFELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 76 Deansgate, Manchester. Tel. Deansgate 5455. [0286]

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. [0501]

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SINGER—Birmingham and Midlands distributors. Henry Garner, Ltd., Showrooms: 221, High St., Dertind 12; works: Alcester Rd., Moseley 15. [0561]

SINGER
MANCHESTER, South Lancashire, North Cheshire, specialises in sales, service and spares facilities. Parkers, Ltd., Distributors, Bradshawgate Bolton, Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0390]

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W. T. RICHARDS (BEXLEYHEATH), Ltd., Broadway, Bexleyheath. Tel. Bexleyheath 1666. [0219]

C. A. PETO, Ltd., for Standard Vanguard and service.—42, North Audley St., W.1. Mayfair 3051. [3584]

STANDARD and Triumph—Carrs Auto Sales, distributors for Croydon-Purley area. Croydon 6088. [0026]

K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—157/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0030]

STANDARD and Triumph (distributors in Surrey since 1911).—Lankaster Engineering Co., Ltd., 39-43, Eden St., Kingston. Tel. Kingston 3151-4. [0402]

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STUDEBAKER Distributors, Ltd., 364, Euston Rd., N.W.1. Euston 4444. Spares for all models. Hawley Cres., Camden Town, Gul. 4141. [0090]

TRIUMPH
C. A. PETO, Ltd., for Triumph models and service.—42, North Audley St., W.1. Mayfair 3051. [3528]

METROPOLIS GARAGES, Ltd., the Triumph agents, can accept limited number of orders for Mayflower and Renown car; Triumph service specialists.—1-31, Macleise Rd. (Olympia), W.14. She 5285-6-7. [0569]

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PARTS and service: Western Av., W.3. Acorn 4641. [0019]

K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—37-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0021]

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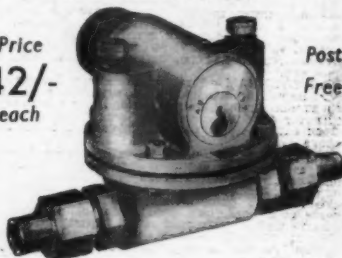
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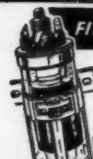
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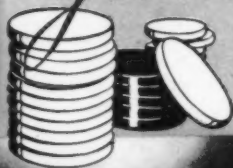
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